FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX"- and be safe

THE SPHERE, APRIL 19, 1947
With which is incorporated "BLACK & WHITE" 1/6

THE SPHERE

Vol. CLXXXIX No. 2463 WITH WHICH IS INCORPORATED THE GRAPHIC APRIL 19 1947

Bulmer's

BY APPOINTMENT CIDER MAKERS
H. P. BULMER & CO., LTD., HEREFORD

POMAGNE

MADE BY THE SAME PROCESS AS CHAMPAGNE

Champagne Cider de Luxe

McVITIE & PRICE

Biscuits of Highest Quality

EDINBURGH • LONDON • MANCHESTER

By Appointment Table Salt Manufacturers

Cerebos

Salt for dainty tables

For men in a hurry
WARDONIA BLADES
FOR QUICKER SHAVES

ROSS'S

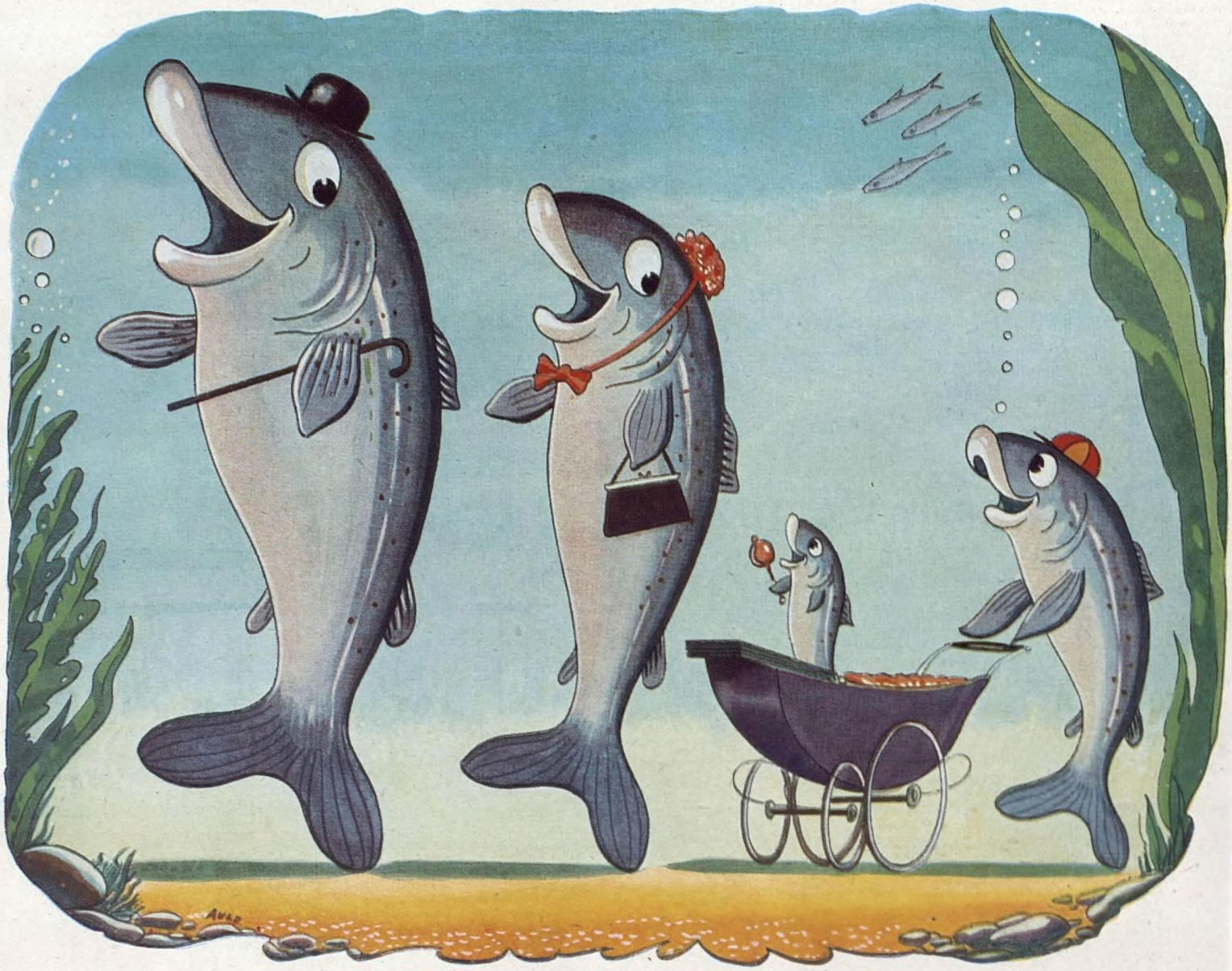
BELFAST

GINGER ALE
SODA WATER
TONIC WATER
LIME JUICE CORDIAL
LEMONADE
GRAPE FRUIT

Now coming into the straight—a winner for you

ALL CLASSES OF INSURANCE TRANSACTED
CAR & GENERAL INSURANCE CORPORATION LTD.
83, PALL MALL, LONDON, S.W.1.

PRICE ONE SHILLING AND SIXPENCE REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM Office : Commonwealth House, 1, New Oxford Street, London, W.C.1



AFTER WORK AND AFTER PLAY

WRIGHT'S IS RIGHT THROUGHOUT THE DAY

MOTHER DAUGHTER FATHER SON

WRIGHT'S IS RIGHT FOR EVERYONE

Wright's

is right for everyone

WRIGHT'S COAL TAR SOAP
PRO INTEGRITATE CUTIS

IDEAL FOR TOILET AND NURSERY

Volume CLXXXIX No. 2463 The SPHERE, London, April 19, 1947

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE KING OPENS THE SOUTHERN RHODESIAN PARLIAMENT—THEIR MAJESTIES, EACH WEARING THE BLUE RIBBON OF THE GARTER, ABOUT TO ENTER THE LEGISLATIVE CHAMBER AT SALISBURY: This was the principal event of the Royal Family's stay in the Southern Rhodesian capital, to which they flew from Pretoria in two Viking aircraft of the King's Flight

After crowded days spent in Johannesburg and Pretoria, the Royal Family flew on April 7 to Salisbury, capital of Southern Rhodesia, and, after driving through the broad streets of the small and beautiful city, where they received an enthusiastic welcome, the King officiated at the ceremonial opening of a new session of the Southern Rhodesian Parliament. Southern Rhodesia is constitutionally the most advanced of the members of the British Commonwealth which have not yet attained full Dominion status, and the ceremony in the single Legislative Chamber, where thirty members represent a population of 2,000,000 Europeans and Africans, differed only slightly from the solemnities of Westminster and Cape Town. Altogether, the Royal Family spent nine days in the two Rhodesias. After leaving Salisbury they journeyed in the Royal train to the Victoria Falls, on the Zambesi, where it was arranged they should enjoy a three-day rest period. To-morrow (Sunday) they are due in Cape Town for the celebrations in connection with Princess Elizabeth's twenty-first birthday (See also pages 74-75)

Postage—Inland, 2d.; Canada and Newfound'and, 1d.; Elsewhere Abroad, 1½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

The Acrobats in Office.—

After two world wars have found this country unprepared, with an army to build from the egg, a National Service Bill is not one to be presented out of a conjurer's hat. Few Bills can require more intense preparation or lay more responsibility on the executive to obtain the best advice from Service Departments and afford the best possible opportunity for discussion in Parliament. Mr. Attlee and Mr. Alexander must be presumed to have sought that advice and to have framed their Bill with their eyes open to the implication of its terms, one of which, in fixing eighteen months as the term of service, made the conscripts available for some form of overseas service. Any lesser term would not do so. All the " responsible " Ministers concerned, including Mr. Isaacs, at first accepted the longer term as inevitable in the circumstances, and on that basis the Conservatives decided to support the Measure. No sooner had they done so than the Government took the bones and beak out of the Bill while yet on the stocks, and emasculated it to satisfy its Left Wing critics, whose opposition had surprised them. No other explanation is possible. Within twelve hours the volunteer position could not have improved beyond expectation, nor could a radical reduction in our overseas commitments have suddenly been revealed. The figure-head of the Government is accordingly found in this dilemma: either he had presented a vitally important Bill without the slightest effort to weigh or to agree its clauses, or he had sacrificed his own, his Government's and his military advisers' careful convictions to appease a handful of his revolting followers. It would be difficult to parallel in English politics acrobatics so irresponsible. It is an insult to the nation. Mr. Crossman's Government has shaken Mr. Attlee's to its foundations. Yet the position of the Opposition remains difficult. They decided to support a bad Bill rather than to risk the possibility of burking National Service. Now they are suddenly faced with a bad Bill emasculated, a Bill in which clearly the Service Chiefs have no faith. They can hardly support such a Measure. Yet, if they oppose it, they will be remembered as the Party which, after the lessons of two wars, " opposed conscription." What will they do? When these lines see print, we shall know the answer to the riddle. But how much longer can the figure-head wobble on his uneasy column after an acrobatic turn so humiliating or so irresponsible? Half the nation, half civilisation, must be asking that question.

Moscow.—

Mr. Bevin does not look like a man who enjoys dilly-dally, hopes deferred, Vodka, late hours, stuffy rooms, extremes of heat and cold, desultory sight-seeing. He has been in Moscow for a month, where, with the best will in the world, these items are apt to obtrude, and for the better part of it he and his opposite numbers made no appreciable progress. He and his American O.N. were easily ridden off by the Russian whenever there seemed a faint chance of getting on to the ball. Whatever may have been made up by a tardy repentance on the part of Molotov and Co., the bitterness of those first abortive weeks must rankle in Mr. Bevin's memory. It was all too much like a nightmare game in the nursery with an enormous, tiresome, destructive baby, too large to control, too spoilt to listen to reason or appeals. I can well believe that Mr. Bevin might to-day envy the lot of the Minister who controls the Exchequer, even though our Treasury is bankrupt. It is not more bankrupt than those United Nations proved to be during those first futile weeks at Moscow. And a Chancellor of the Exchequer at least can run his bankrupt concern in his own shop and live an Englishman's life—for what it's worth to-day. Mr. Bevin is not as young as a man needs to be to endure the rigours of travel to, and life in, Moscow, especially so if Peace with Honour is not likely to reward his labours.

Jefferson's Oath.—

President Truman, a late starter, seems to me to be showing unexpected powers since he launched his Grecian bomb-shell. He has come out strong as a sworn enemy of tyranny in every form and carried America with him beyond the weak compromise of isolation—for ever. He has subscribed to Jefferson's oath: " I have sworn upon the altar of God eternal hostility against every form of tyranny over the mind of man." His term of power may be short for all that remains to do, but he has made a fine start now. For indeed, as he says, tyranny is rampant everywhere. Aggression by the strong against the weak, openly by armed force and secretly by infiltration, we see it everywhere; we have seen it before; we know where it leads—to war. Even in England we see it in a comparatively " peaceful " form, aggression by majorities, tyranny by the strong, against the rights of individuals to think for themselves, to shelter under the Law's protection. We see it in acute form in Europe, in Asia, in the Near and Far East. And nothing but strength can fight it and damp down the flames of war. The function of U.N. was first and last to extinguish every spark lit by the differences between nations, and to do it by peaceful arbitration if possible, by armed force in the last resort. But U.N. is not ready for its job. It has failed signally over a very minor test-case (Albania), it is not within measurable distance of attaining to its last-resort sanction. It could not yet settle a dispute between two schoolboys—of different schools. What remains? The utter necessity that the nations of goodwill should themselves remain strong, so that goodwill can combine to resist aggression and stamp out the sparks of war. Yet even England (even now) is sharply divided on conscription. Truman's latest speeches are a strong answer to all who oppose it in this country at this juncture.

De Gaulle.—

General de Gaulle's re-emergence gave all nations an occasion for speculation and reflection. He appears to me at the moment to typify or voice a world-wide trend of opinion. I see him in that guise rather than as a potential leader once more for France. He seemed to voice two widely held opinions: (1) That the two irreconcilable forces to-day are Communism and Capitalism; (2) That in the face of these mighty world forces, democratic Government based on domestic party systems is outworn and futile. There is, of course, nothing new in the simplification which creates these sheer world alternatives. It was the common theme of Right and Left literature and talk in the '30's. But to-day, in the failure of progress to world settlement and understanding, in the deplorable bloodshed and waste and destruction by civil wars and insurrection against established authority, we see the growing force of these rival influences. When we join to them the economic bankruptcy of most of the world, and the superhuman difficulties in the way of reconstruction in the least devastated and least hysterical countries, it is natural that we and our neighbour nations should judge that democratic efforts at government, based on, and weakened by, the party system, and all the waste of energy its strategy demands, are utterly outworn and incompatible with the proper conduct of government in times of danger and difficulty so unprecedented. Government of a surviving democratic nation to-day requires every minute of the time of Ministers, selected from the very best brains available without respect of party.

THE INVALID — MR. HERBERT MORRISON LEANING FROM THE TRAIN WINDOW AS THE MEDITERRANEAN EXPRESS PASSED THROUGH NICE: The Lord President of the Council and Leader of the House of Commons was en route to Menton following his recent illness. Mr. Morrison's convalescence is not expected to last long, and on his return he will have the assistance of Mr. Marquand in his arduous duties

Lord Salisbury.—

Lord Salisbury's death at the age of eighty-five removes from the political scene an elder statesman of proved worth and influence and a man much loved and admired for his courtesy and charm and wide experience in integrity. But it cannot be called the breaking of a link, for the traditions of his house continue unbroken in the career of his son and successor. Thus for three generations continuously the heads of this branch of the house of Cecil have devoted their lives to public service and held many of the highest offices of State, assured always of public confidence in their utter integrity, always giving of their best, always remarkable for moral courage, and usually managing to combine that rare virtue with popularity, that is with the respect and affection of all parties. The late Lord Salisbury gave seventy years of his life to public service and died in harness. The influence of his private life was no less beneficent and valuable in social life than his integrity and courage in public life. The art of governing, the secrets of leadership and influence, are not acquired in a generation. Four centuries, with breaks and intervals, have gone to the making of the Cecils' experience of statesmanship and traditions in public life. And though men may differ hotly in their political views, they will be more inclined to agree, not least to-day, that experience so deep-rooted, integrity so proven, patriotism so unquestioned, culture so pre-eminent, moral courage so outstanding, are qualities not to be despised in statesmen in the England of to-day.

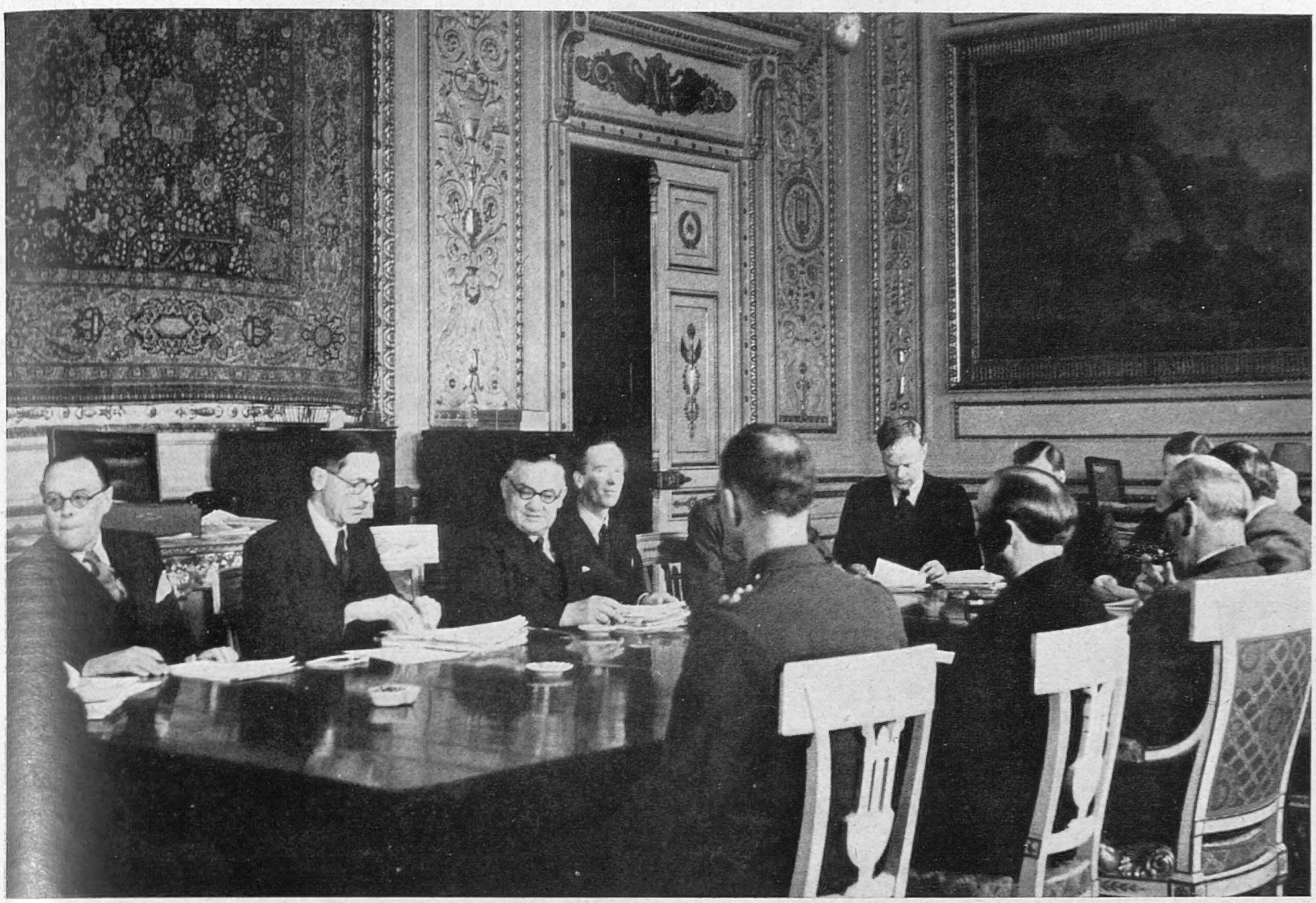
"Great-Grandson of Queen Victoria."—

It is remarkable how often of late some figure in the public eye has been described (accurately, usually) as " great-grandson of Queen Victoria." In that fantastic work " The Blood Royal of England," the late Marquis de Ruvigny set forth the descendants of John of Gaunt, giving to each descendant the number which stood between him and the throne of England. I remember being surprised to learn that quite a minor holocaust (14,000 or perhaps 140,000) would raise me to the purple. And now Queen Victoria is accepted as the appropriate half-way house and *fons et origo* of the Blood Royal, not of England only but of most of the surviving and lately surviving sovereigns of Europe. She is ancestress of the sovereigns of England, of the late Royal Houses of Germany and Russia, of one or two Scandinavian, of Greece, Yugoslavia, Rumania, of the Pretenders to the thrones of Austria and Spain, the Bourbon-Orléans lot, and many another Prince *in petto*, pretender in exile and ex-sovereign. She is the great (or greater) grandmother of the following living persons, continually or recently in the public eye: King George VI of England, Don Juan, Lord Mountbatten, Michael of Rumania, Peter of Yugoslavia, Paul of Greece. Genealogists are careful, precise persons, and I have not the time for meticulous research. I have made, no doubt, errors and omissions. But I am accurate enough to give a fair impression of our great Queen as the ancestress of the Blood Royal of Europe, still a small family affair, as it was in the days of her life when she corresponded with, and kept up the keenest interest in the doings of, a dozen of the reigning families of Europe.

Point-to-Point Season.—

In the 'tween-wars era I was a critic of point-to-point meetings. They had become so luxuriously artificial. I unearthed yesterday a bitter impression of a typical point-to-point which I wrote down in the early '30's: " The car-park is a quaking bog; the wind is from the north-east and searching; the ' good hunting country ' is represented by a dozen little fences pruned down knee-high, only the last of which is visible from the ' enclosure.' The local baronet and retired major-general in neat gaiters control affairs from the wagon, jostled by a quiverful of red-necked daughters. The tipsters are seedier and the bookies more raucous than ever, and the churned mud of the pasture ' is thick inlaid with patins ' of sucked oranges. And Major Bilberry, with his hawk face and tooth-brush moustache, has come from Cheltenham to win three out of five events, at 7 to 4 on, riding highly-trained 'chasers, which may have been seen out at three meets in the past season in charge of a second horseman." These meetings are much more simple and friendly again. A little naturalness has returned. There is a decline in professionalism and bogus-ness, and far more friendliness among onlookers.

THE OLD STAGER



"WE HAVE BEEN HERE FOUR WEEKS AND ACCOMPLISHED ABSOLUTELY NOTHING": Mr. Ernest Bevin, who is seen among his British advisers, made this statement after yet another fruitless meeting as the Moscow Conference entered its closing phase. On Mr. Bevin's right hand are Sir William Strang and Sir Oliver Harvey. Sir Maurice Peterson, the British Ambassador in Moscow, is on the right (back to camera)

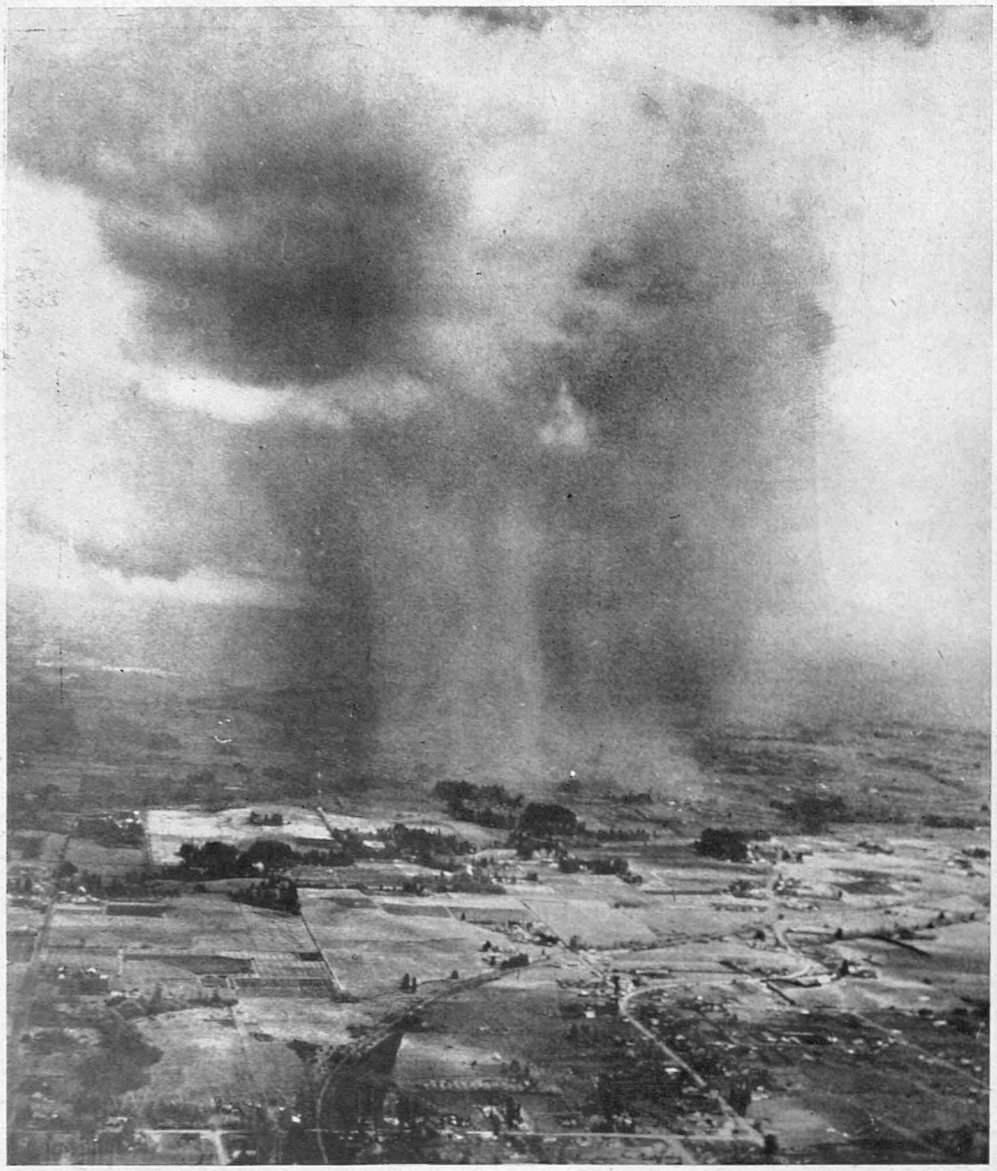
THE MOSCOW MARK TIME

While Bevin and Marshall Urge Action, Molotov Holds Back

At the beginning of this week there were signs that the Moscow Conference was entering its closing phase, the delegates beginning to defer decisions to the next conference, wherever and whenever it may be. There were no signs, however, of any speeding-up in the proceedings and an end to the delays which have stirred both Mr. Bevin and General Marshall to wrath. The basic problem before the conference and the one causing most of the delays has been the question of whether or no Germany shall be run as a single economic unit. The Russians have been maintaining that they cannot agree unless Great Britain and the United States agree to four-Power control of the Ruhr industries and unless the Soviet claim for reparations from current German production is conceded. This underlying disagreement has made progress on all other matters intensely difficult. Mr. Molotov has been content, it seems, to leave these major issues unsolved

NO LESS IMPATIENT AT THE MOSCOW DELAYS HAVE BEEN MEMBERS OF THE AMERICAN DELEGATION: General Marshall, the United States Secretary of State, seated with his deputies round a table at the United States Embassy in Moscow. Left to right—Mr. John Foster Dulles, General Mark Clark, Lieut.-General Bedell Smith (United States Ambassador in Moscow), General Marshall, Mr. Cohen, Mr. R. D. Murphy and General Clay. General Clark, with his knowledge of conditions in Austria, and General Clay, with his experience in Germany, have been advising on the Austrian and German treaties. Lieut.-General Bedell Smith was formerly Eisenhower's Chief of Staff. Mr. Murphy will be remembered as Roosevelt's representative in Algiers

THE FRENCH FOREIGN MINISTER HAS AN UNENVIABLE TASK: M. Georges Bidault (right) seen with General Catroux, the French Ambassador in Moscow. M. Bidault has been a mediatory figure at all the conferences of the Big Four, but he is in the unfortunate position of representing a minority Government in France. The Communists remain the most powerful single party in the French State and, although not participating in the Government, they inevitably influence the trend of French policy. M. Bidault was therefore unable to go to Moscow with a clear mandate. General Catroux is a former Governor-General of Algeria. He has been Ambassador in Moscow since 1945



A MAN-MADE RAINSTORM

America and Australia Carry Out Successful Experiments in Weather Control

What may prove one of the most momentous weather discoveries of modern times has recently been announced both from the United States and from Australia. Man has at last found a way to create rain. The Australian experiment, the results of which have only just been announced, was made in February, near Sydney, New South Wales, and the American experiment was made last week above Washington State, on the Pacific Slope.

The Sydney meteorologists, representing the Australian Council for Scientific and Industrial Research and working with the Australian Air Force, describe in their report how they flew into heavy cloud extending from 11,000 to 23,000 ft., the top few thousand feet being below freezing-point. Into this cloud was dropped 100 lbs. of pellets of dry ice, the material ice-cream men use to keep ices frozen and which acts like a spark touching off an explosion. Five minutes later another 150 lbs. of dry ice was dropped into a second cloud. By these means the scientists hoped to break up the clouds into rain, and they were not disappointed. They watched anxiously the screens of their radar sets for the characteristic echoes made by rainstorms. For five minutes nothing happened, and then echoes began to come in strongly, and twenty minutes later, when the plane dived below cloud-level, heavy rain was pouring down. Both the Australian and American tests have shown that man can influence the weather. Intense research is continuing, and from these initial successes will doubtless grow methods of controlling the weather over large areas.

A MOMENTOUS WEATHER DISCOVERY—BREAKING UP THE CLOUDS ABOVE GRESHAM, WASHINGTON STATE: *Left*—A man-made rainstorm in progress after a plane (*right*), chartered by the "Portland Oregonian," had flown into the cloud and pellets of dry ice had been dropped by Dr. E. S. Ellison, head of the Portland Weather Bureau. A few minutes after the "seeding" heavy rain began to fall on the countryside below. Similar experiments, but on an even more elaborate scale, have lately been carried out in Australia, a country which, more than any other, suffers from the effects of periodic drought

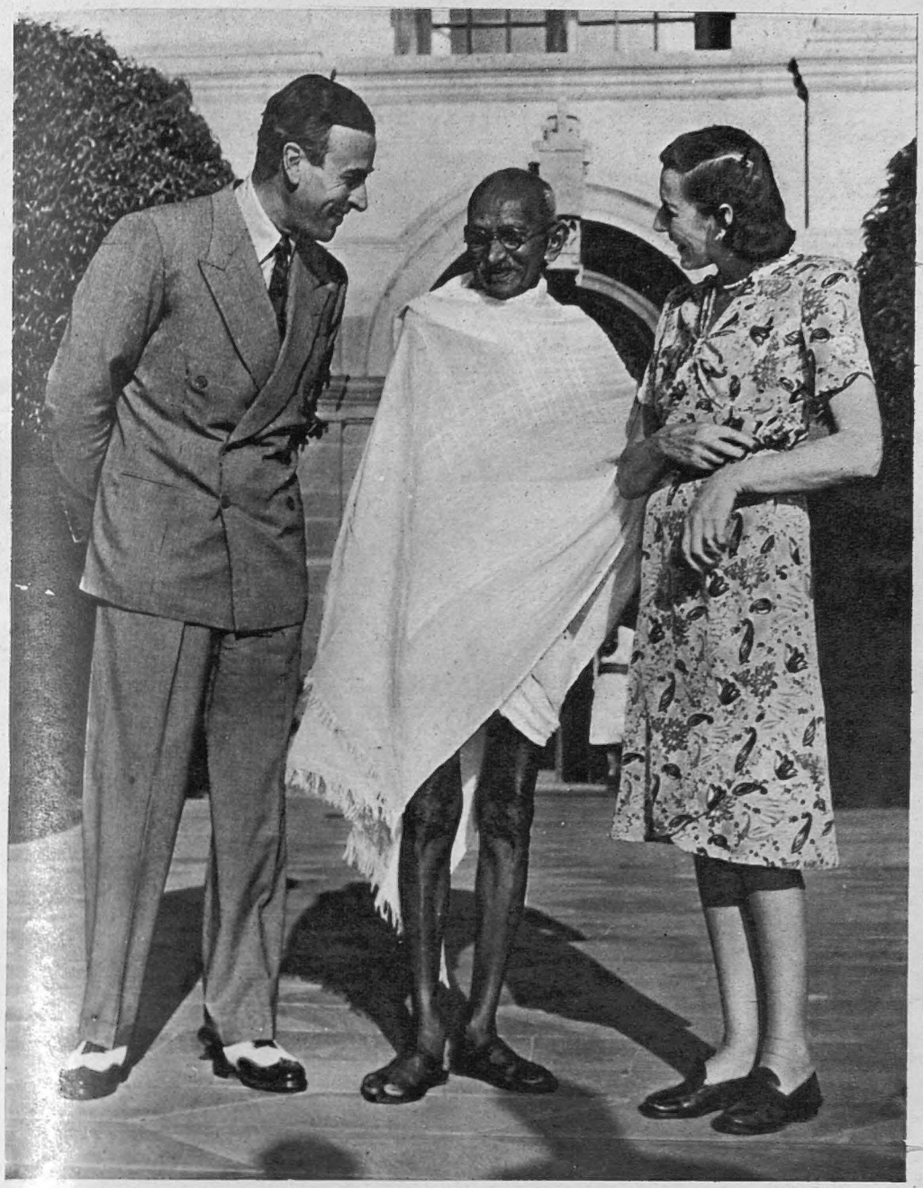
99,000 SAW THE BATTLE OF WEMBLEY

THE GREAT ARENA WITH A BUMPER CROWD: An aerial view of Wembley Stadium as the 99,000 spectators, including 30,000 Scots from over the Border, saw England and Scotland play a drawn game in the Association Football International last Saturday afternoon

THE WEMBLEY CAR-PARKS BEGIN TO FILL UP: An aerial view taken just outside the Stadium and showing some of the hundreds of private cars and motor-coaches which carried spectators to North-West London for last Saturday's big match. England, with an all-star team, including Lawton at centre and Matthews on the wing, were expected to swamp the Scottish defence, but as it turned out all the honours went to the visitors, and England were lucky to gain a draw. Rarely were the English forwards allowed to swing into action, and only occasionally did Matthews receive a worth-while pass. During the morning London was thronged with football fans, most of them wearing Scottish emblems

THE VICEROY MEETS THEM ALL

The First Days of a Fateful Tenure of Office in New Delhi



THE LAST VICEROY MEETS INDIA'S MOST POWERFUL FIGURE: Rear-Admiral Lord Mountbatten and Lady Mountbatten in conversation with Mr. Gandhi in the grounds of Viceregal Lodge, where they met for a series of informal conversations immediately after the Viceroy's installation. Seated beneath a jacaranda tree in the grounds, the Viceroy drank tea and Mr. Gandhi consumed goat's milk and orange juice, the meagre breakfast brought for him by his daughter from the Delhi Sweepers' Colony. The range of their discussions was not disclosed, but it was obvious that it must include the vital and deeply controversial question of the possible partition of the Punjab and Bengal. No time was lost in arranging this first meeting, as the Viceroy indicated in his inaugural address the vital importance of speed at this crucial juncture in India's affairs. Also in this page are pictures of some of the Viceroy's other guests, including Mr. Jinnah and Mr. Nehru, and there is no doubt that in his first days of office Lord Mountbatten has imparted a general realisation that Indian affairs cannot be allowed to drift further

"CLOTHED IN WHITE SAMITE, MYSTIC, WONDERFUL": MR. GEORGE, FROM GENEVA, WAS A GUEST AT THE VICEROY'S HOUSE AT NEW DELHI, AND IS SEEN SHAKING HANDS WITH HIS HOST. He has been acting as an observer at the Asian Relations Conference, and he turned up at Viceregal Lodge in a white robe, bare at the right shoulder. His head is completely shaven

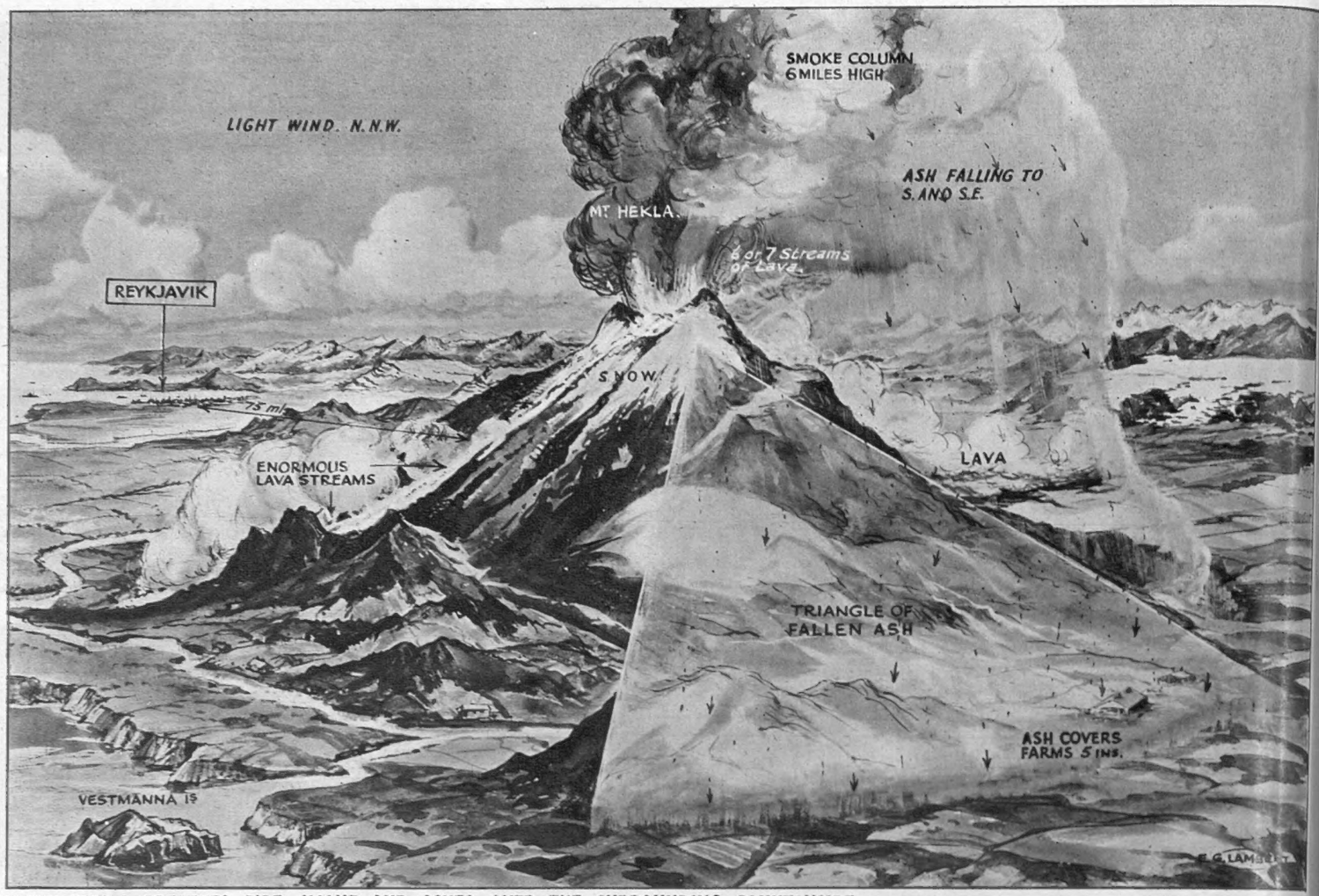
LORD MOUNTBATTEN AND HIS FIRST VISITOR: The Viceroy in conversation with Mr. Gandhi at Viceregal Lodge. Mr. Gandhi hurried from Patna at Lord Mountbatten's request, and the meeting took place immediately

MR. NEHRU AT VICEREGAL LODGE: Lord and Lady Mountbatten greeting India's chief Minister and his sister, Mrs. V. Pandit, who is herself a political figure, having represented India at United Nations conferences

MR. JINNAH WITH THE VICEROY AND VICEREINE: The President of the powerful All-India Muslim League, whose first talk at Viceregal Lodge lasted two hours. Mr. Jinnah and his sister have also dined with the Viceroy

A TIBETAN DELEGATION AT THE VICEROY'S HOUSE: The Viceroy's A.D.C., Captain Burnaby-Atkins, entertaining picturesque visitors to the Asian Relations Conference

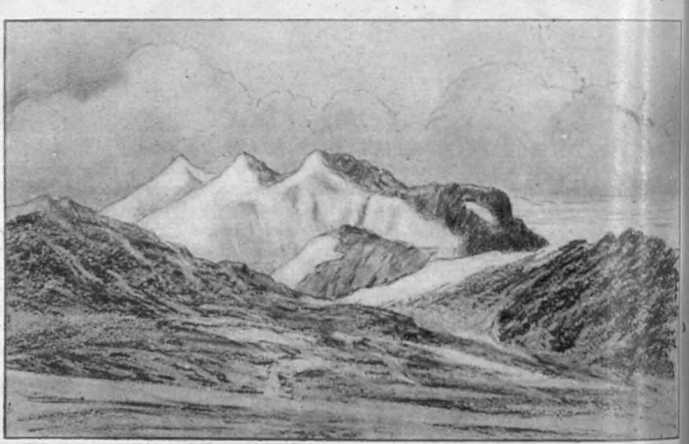
b



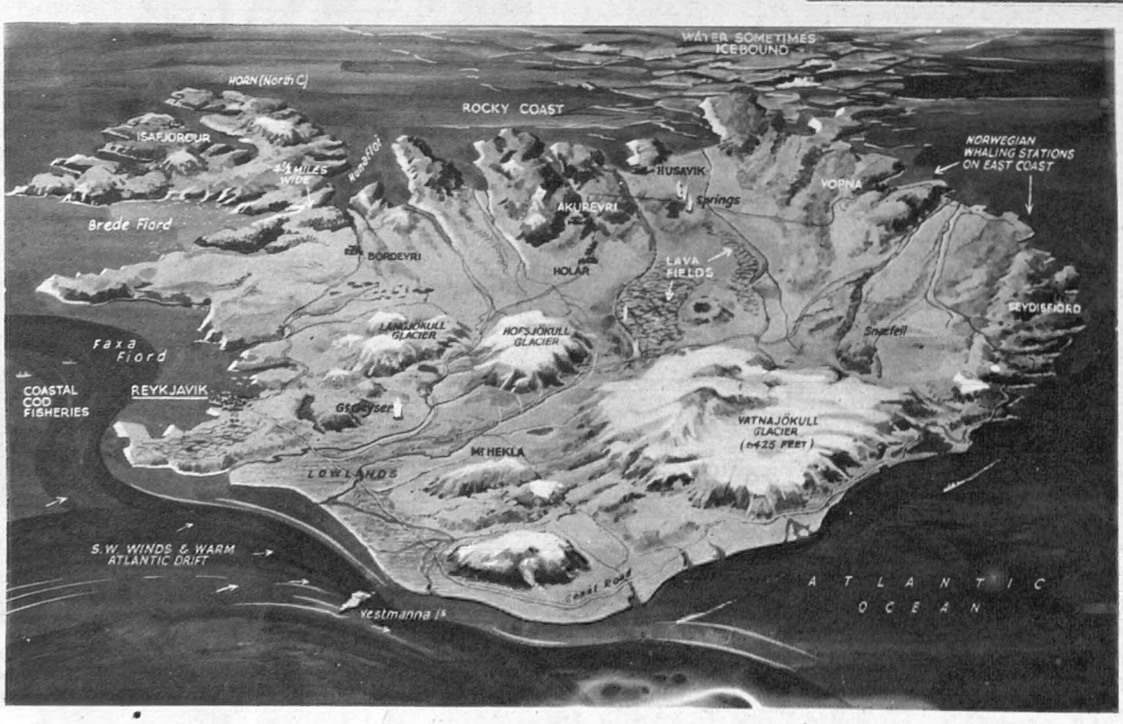
MOUNT HEKLA BREATHES FIRE, SMOKE AND ASHES OVER THE SURROUNDING COUNTRYSIDE—A DIAGRAMMATIC DRAWING OF ICELAND'S CELEBRATED VOLCANO WHICH HAS BURST INTO ACTIVITY AFTER 102 YEARS WITHOUT A MAJOR ERUPTION: There was an initial explosion, heard 75 miles away in the capital city of Reykjavik, and afterwards six or seven streams of lava were seen pouring down the mountainside. One of the two biggest lava streams flowed towards the wastelands in the north and north-east, an area devastated in the great eruption of 1845, and on the whole the lava did not create serious damage. Reykjavik emerged unscathed, but falling ash and cinders have wrought havoc in the south, where many farmhouses have been destroyed and fields are covered with a layer of cinders 5 ins. deep. This is the twenty-third eruption of Hekla since the discovery of Iceland. The last big eruption in September 1845 lasted until February 1846. Since then there have been two minor eruptions. Hekla attains an altitude of just over 5 000 ft., and it has one large crater 1¼ miles in circumference and 200 ft. to 300 ft. deep. In this it differs markedly from Mount Etna, which was only recently in eruption. Etna consists of several large craters and a multitude of small craters, many of them on the lower slopes of the mountain. Hekla lies about 20 miles from the coast and is a familiar landmark to passengers arriving by ship at Reykjavik. During the war Iceland was well known both to British and American troops, an Allied army of 60 000 being stationed there in view of a possible invasion threat—*Drawing by E. G. Lambert*

MOUNT HEKLA in ERUPTION

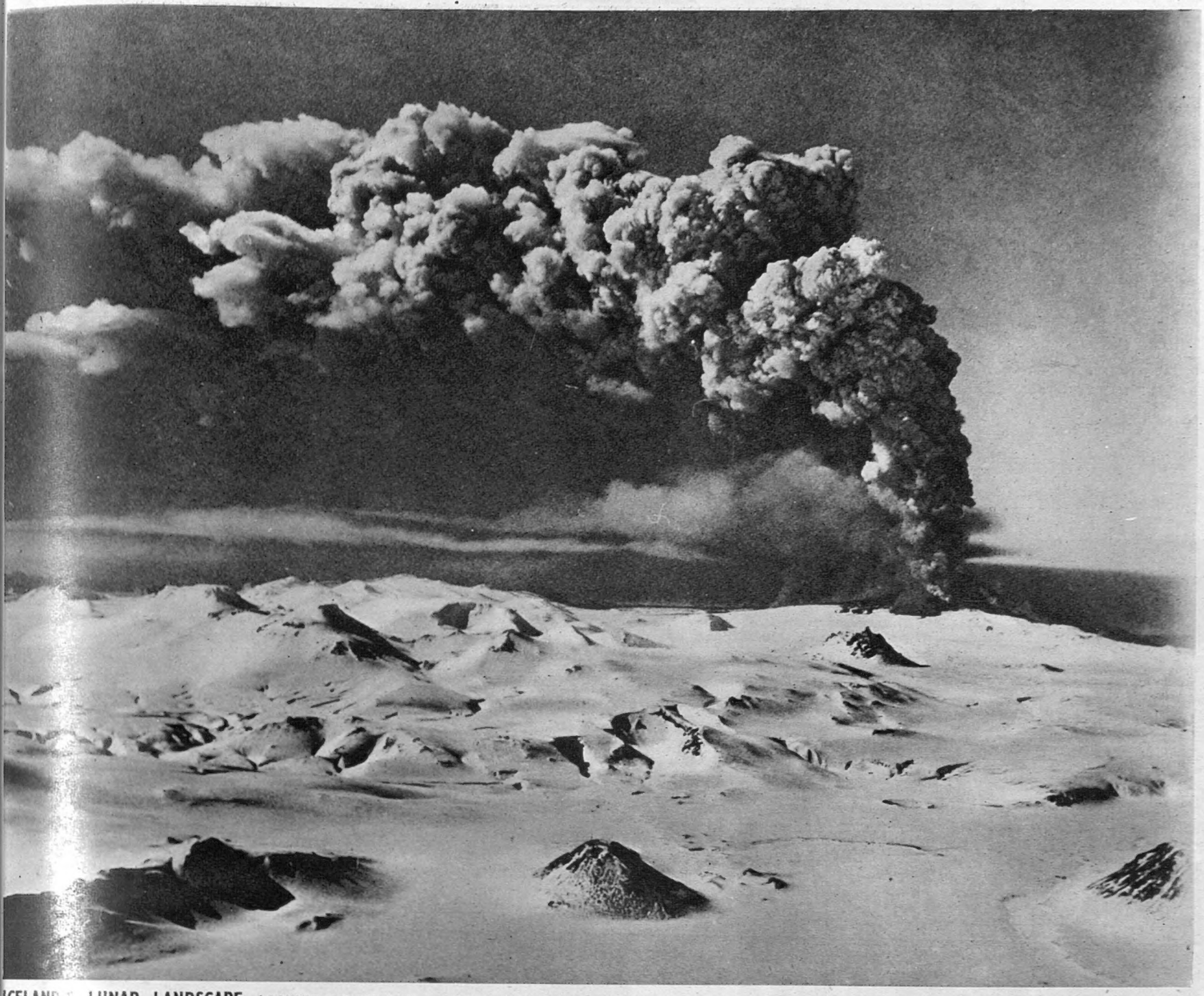
Iceland's Mighty Volcano Active Again After 102 Years



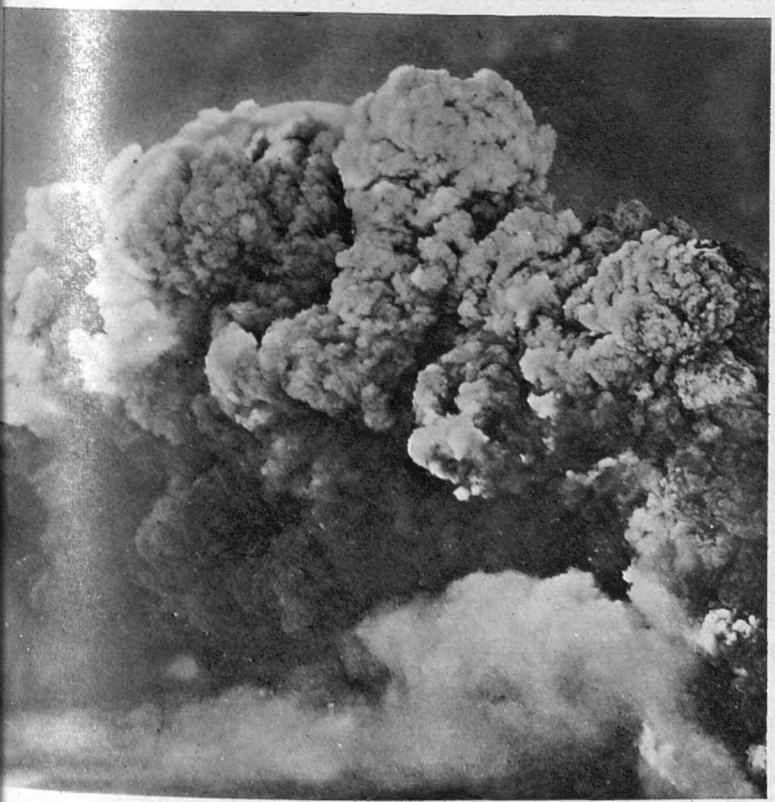
MOUNT HEKLA SEEN FROM THE NORTH-WEST: An artist's impression of the 5,000-ft. central peak and its satellites. It was down these northern slopes that the main lava streams raced after the initial explosion. This is mostly wasteland devastated by previous eruptions, and for this reason the damage to property from this cause was comparatively slight. —*Drawing by Percy Home*

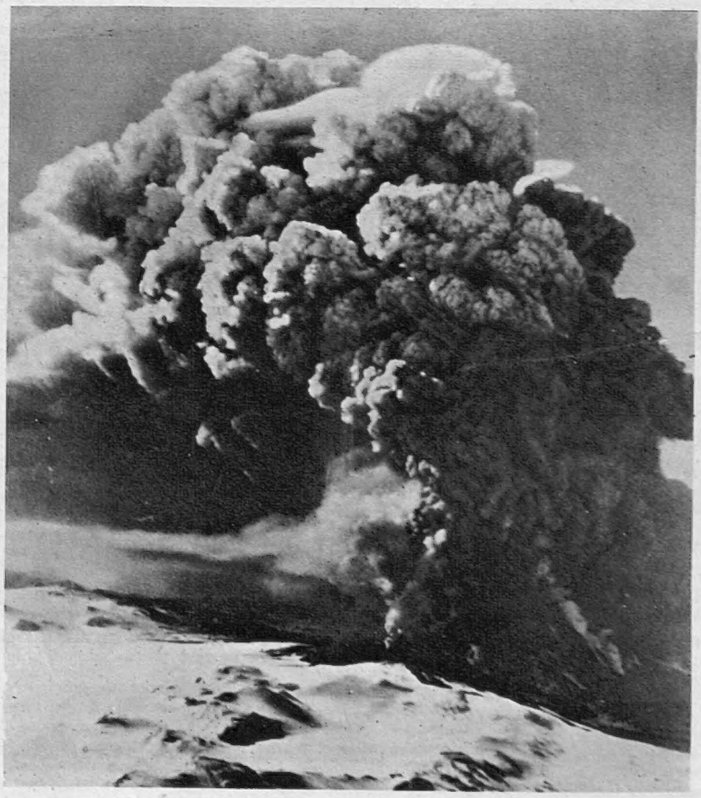


On left—**HEKLA IN RELATION TO REYKJAVIK:** A diagrammatic sketch showing the general configuration of Iceland and the position of the volcano just to the north of the southern coast road. Eleven big farms lying in this area near the coast road have been completely ruined by the 5-in. layer of cinders which has spread over the fields. It is probable that the farms will never be brought back to cultivation. No damage has occurred in Reykjavik. Iceland has a population of 120,000 people scattered over its area of 40,000 square miles. It is about one-fifth larger than Ireland. The whole island is a mountainous plateau of volcanic rocks, and it has an average altitude of 2,000 ft. The lowlands, the only part of economic value, comprise about one-fifth of the total area and are found principally in the south and south-west, where the warm Atlantic currents drift. The coasts, except on the south, are high, rugged and indented by fiords which provide good harbours.

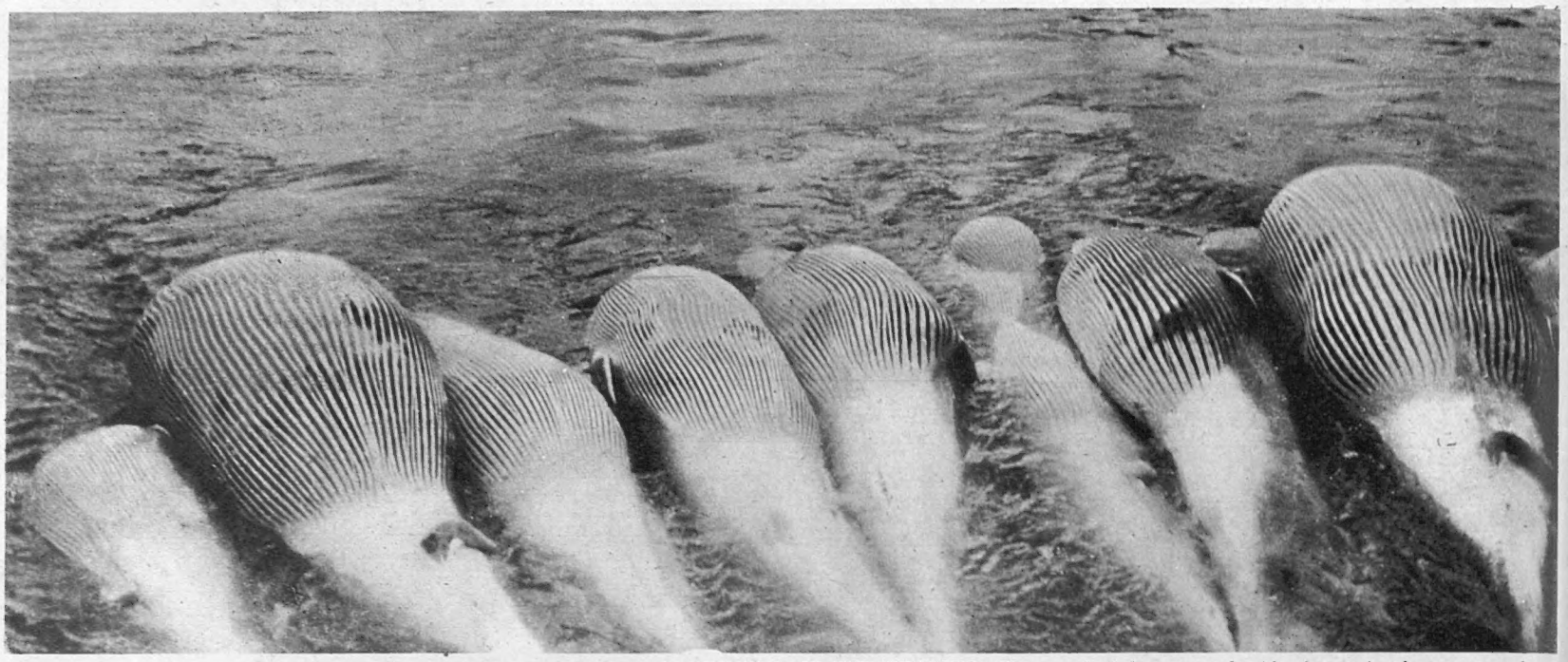


ICELAND'S LUNAR LANDSCAPE—LOOKING ACROSS THE WASTELANDS TO THE SUMMIT OF SMOKING MOUNT HEKLA: This view would appear to have been taken from the north or north-east, and typifies the barren lands, devastated by former eruptions, where much of the lava has flowed during this latest eruption. How long the present eruption will last it is hard to determine, but geologists who have lately visited the area by plane declare that all the symptoms point to the outbreak being of long duration, comparable to the eruption a century ago, which lasted from September 1845 until February 1846





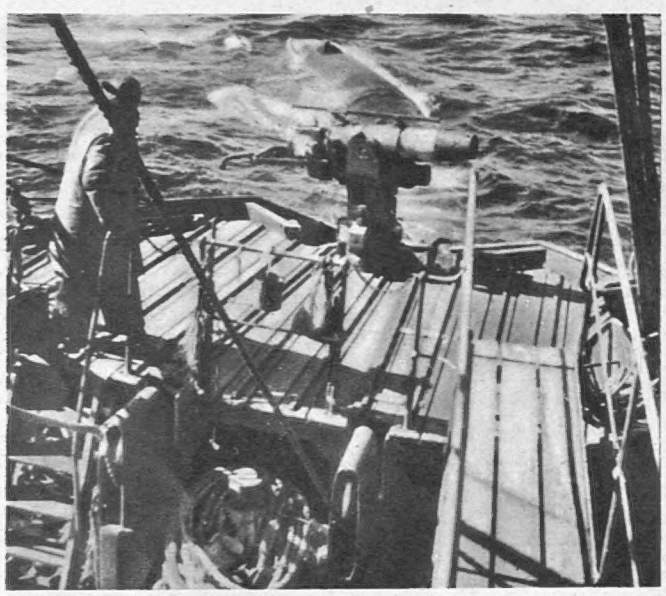
MUSHROOMING UPWARDS LIKE A BIKINI CLOUD—TWO MORE IMPRESSIONS OF THE SMOKE ASCENDING FROM HEKLA IN THE FIRST HOURS OF THE ERUPTION: From Reykjavik, 75 miles away, the smoke could be clearly seen, but many citizens took the southern coast road to gain a clearer view of the eruption. Of the active volcanoes of the world, Hekla is seventh in height at 5,100 ft. Etna, also now on the active list after a period of quiescence, is 10,800 ft.

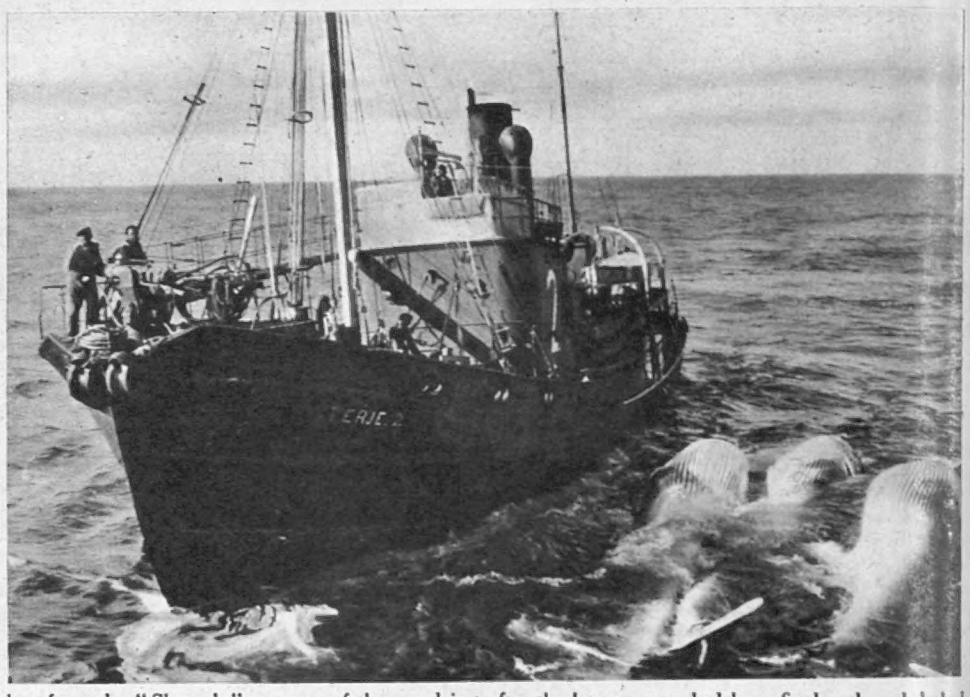


A MIGHTY HAUL IN THE ANTARCTIC: Harpooned whales, pumped with air to give buoyancy, ready to be drawn aboard the British whale-factory ship *Balaena*, which has just concluded a magnificently successful season. The whales are caught with harpoon guns and towed to *Balaena* by catching vessels

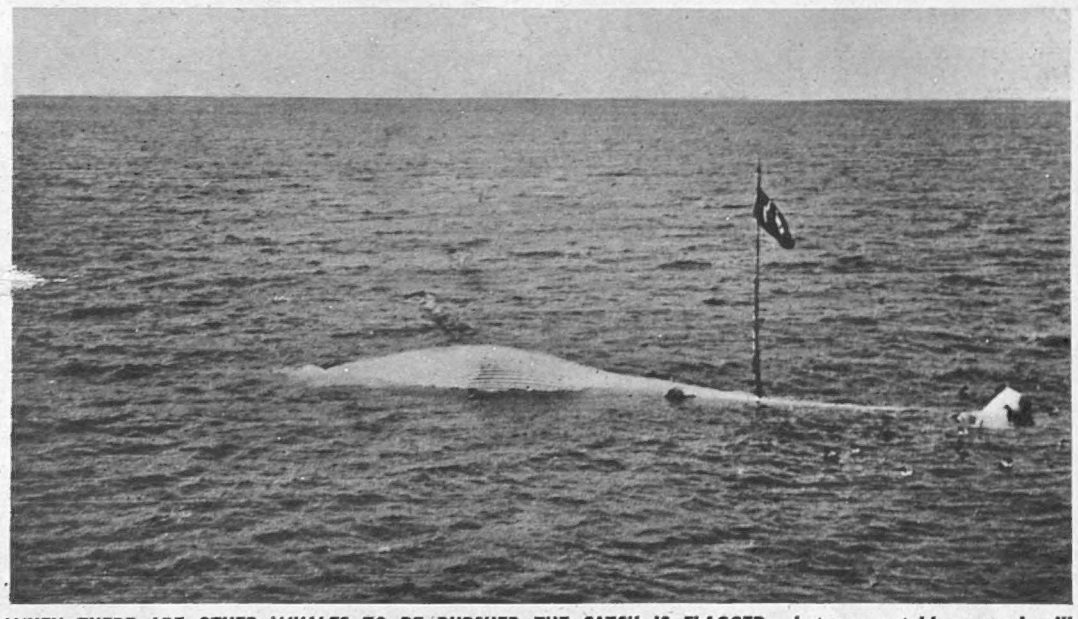
HUNTING FOR MARGARINE

The Whale Factory Ship "Balaena" and Her Satellites Secure a Bumper Harvest in the Antarctic





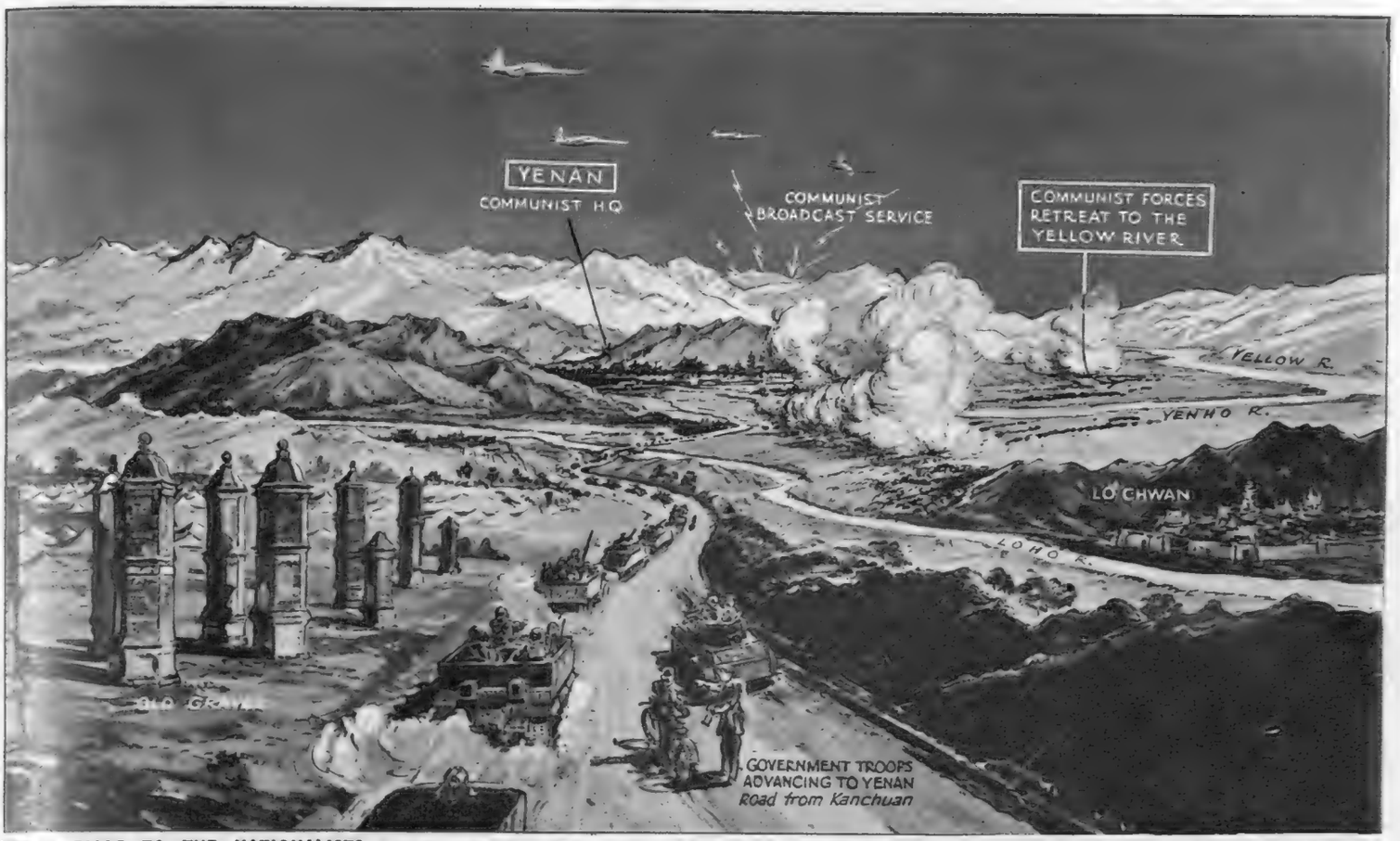
THE WHALE-CATCHING VESSEL IN ACTION: *Left*—A dramatic picture taken from the "Skytter's" gangway of the vessel just after the harpoon gun had been fired and a whale had been captured. *Right*—Three dead whales, pumped with air to give them buoyancy, being towed by *Terje* 2, a typical 350-ton harpooning ship used in the Antarctic. As a result of the success of this latest expedition, Britain's supply of fats will be greatly augmented during the coming months



WHEN THERE ARE OTHER WHALES TO BE PURSUED THE CATCH IS FLAGGED: Later a catching vessel will return to take the whale in tow to the factory-ship

The whaling season of 1946-47 in the Antarctic, upon the result of which Britain depends for her supply of fats in the coming year, has been an immense success. The whale factory-ship *Balaena*, with her Walrus aircraft to act as whale-spotters and her catching vessels to do the harpooning, has obtained 192,450 barrels of whale and sperm oil, a figure far in excess of the target, and she has fully justified all that was expected of her. Altogether, sixteen factory ships have been at work in the Antarctic during the past winter, seven being Norwegian and four British, and the most up to date of them is the *Balaena*. This vessel of 15,000 tons was completed last year, and she operates under the auspices of United Whalers. The *Balaena's* three Supermarine Walrus flying-boats are accommodated in a deck hangar and are catapulted from her deck with a cordite charge. After completing their whale-spotting mission, they are recovered by means of a crane. Sketches of the Antarctic whaling fleet appeared in The Sphere of April 5

THE GREAT FLENSING DECK OF THE WHALE-FACTORY SHIP "BALAENA": Here the whales are broken up with flensing knives and rendered down in the boiler-room below



YEN[illegible] FALLS TO THE NATIONALISTS—LORRYLOADS OF GENERAL CHIANG KAI-SHEK'S TROOPS ADVANCING ON THE COMMUNIST MOUNTAIN STRONGHOLD [illegible] SHENSI: A diagrammatic sketch showing the line of attack north of Sian Fu. On March 19 the Nationalists captured Yenan and drove the Communists [illegible]wards the Yellow River, but they secured no booty and won no victory in the field, their opponents having declined a pitched battle. By losing Yenan, their headquarters for eight years, the Communists have without doubt suffered a severe blow to their prestige—*Drawing by E. G. Lambert*

Events in War-Torn China

NATIONALISTS CAPTURE YENAN: COMMUNISTS CROSS THE SUNGARI

March was a fateful month in China (a land that has not know[illegible] month of peace in two decades), for it marked the fina[illegible] in the severance of relations between Chiang Kai-[illegible]'s Government and the Communists, and it witnesse[illegible] the fall of Yenan, the Communist capital in Shensi. With[illegible] departure from Nanking and Shanghai of the rema[illegible] members of the Communist Liaison Offices the [illegible]on in China returns to what it was before 1937—open [illegible]fare. This open warfare, it may be remembered, exist[illegible]om 1927 to 1937, when, two months after the Japa[illegible] attack on China, the Communists declared a truce [illegible] their war with the Government and, to a certain degr[illegible] became its allies in the war against Japan. There was [illegible]tion on both sides, however, and Chiang Kai-shek alway[illegible]ept a few divisions at hand to watch the Communists—divisions he could ill spare from the Japanese line. There were times both in 1945 and 1946 when it seemed that Communists and Nationalists might come together to work out the new constitution and sit together in a National Assembly. General Marshall, the new U.S. Secretary of State and then the U.S. envoy, almost succeeded in his mediatory efforts, but it was not to be, and through the first three months of this year the breach has steadily widened. Chiang Kai-shek has launched a series of drives against the Communist strongholds, and the success of his troops in capturing Yenan has been a bitter blow to Communist prestige, both in China and abroad. The Communists, too, are under the necessity of finding a new capital. They, too, have had their successes, however, and the recent rally in Manchuria, when they crossed the frozen Lower Sungari River to attack Tehwei, was at least an indication that the Nationalists have a stiff fight before them. The Communists are making it a practice to decline pitched battles, unless there is every chance of success, and to confine their attacks to guerilla warfare

THE COMMUNIST RALLY IN MANCHURIA—ARMOURED VEHICLES AND INFANTRY CROSSING THE FROZEN LOWER SUNGARI RIVER IN AN ALL-OUT ATTACK ON TEHWEI, SO-CALLED GATEWAY TO CHANGCHUN: This rally took place in the far north just before the Nationalist success in the southern theatre of war at Yenan. The crossing of the frozen river was particularly dramatic, although unopposed by the Nationalists. If the Communists can now gain a hold in Manchuria, they will probably attempt to make their permanent capital there, but it will be a poor substitute for Yenan—*Drawing by W. G. Whitaker*

THE ROYAL FAMILY TOURS THE TRANSVAAL

Visits to Johannesburg, Pretoria and Pietersburg

THE WOUNDS OF THE PAST ARE HEALED: The little girls who so gracefully presented their bouquets to Princess Elizabeth and Princess Margaret bear names linked inextricably with the history of South Africa. On the right is Helen Botha, grand-daughter of the late Louis Botha, the Boer leader who fought Britain so relentlessly in the Boer War. Later he became the first Prime Minister of the Union of South Africa. On the left is Katusha Smuts, grand-daughter of Botha's friend, Jan Christiaan Smuts

THE ROYAL FAMILY ARRIVES AT KRUGER NATIONAL PARK: The Queen and the Princesses seen as they left the White Train at Malelane. Princess Elizabeth is bending down to thank a little girl for her presentation of a bouquet. On leaving the train at Malelane the Royal Family drove through the Kruger National Park, gaining a wonderful impression of the varied wild life in this famous sanctuary

THERE WERE BOUQUETS ALL THE WAY—THE ROYAL FAMILY IN THE NORTHERN TRANSVAAL: Two pictures taken during their flying visit to Pietersburg, the city named after General Piet Joubert, of Majuba fame, where they attended a children's rally. *Left*—Princess Elizabeth, watched by the King and Queen, receives a bouquet from little Rona Pretorious. *Right*—The Queen receiving a bouquet from nine-year-old Gillian Kleinenburg, who wore Scottish costume

After six weeks spent in the older provinces of the Cape and Natal, among the picturesque native areas of Basutoland, Zululand and Swaziland, and in the sun-glazed, fertile plains of the Orange Free State, the Royal Family spent the last days of March and the first days of April in the youngest and most northerly province of the Union, the Transvaal. In Pretoria, the administrative capital, where General Smuts, the Prime Minister, held a State banquet in honour of the Royal visitors, the King made a most moving speech in which he referred to the British Commonwealth as the greatest brotherhood in the whole history of man. "Of my stay in South Africa, the only unhappy memory that I shall have," declared the King, "is of my constant anxiety about the cruel ordeal which the people of Great Britain have undergone since I left them at the end of January." Perhaps the most strenuous days spent by the Royal Family during their tour were in Johannesburg, where, the programme having been cut short by Holy Week, it was necessary to cram nineteen engagements into one day alone. There, on April 1 they met the biggest crowds of the whole tour. On April 4 the King and Queen and the two Princesses flew in Viking aircraft of the King's Flight to spend the day at Pietersburg, the principal town of the Northern Transvaal. The highlight of the occasion, as it has been of so many occasions on the tour, was a great gathering of schoolchildren. On Easter Saturday the Royal Family were again in Johannesburg and spent part of the day descending one of the Rand gold-mines

THE KING IN JOHANNESBURG, INDUSTRIAL CAPITAL OF THE UNION: His Majesty, wearing medals of the First and Second World Wars on his lounge suit, inspecting a guard of honour of the Transvaal Scottish during the Royal Family's crowded day in the city on April 1. Over 1,000,000 people, thronging in from all the towns and villages of the Witwatersrand, packed the streets for the occasion, and many of them saw the King unveil new inscriptions on the Cenotaph

THE ROYAL PARTY DESCENDS A GOLD-MINE ON THE WITWATERSRAND: The Queen and the Princesses, clad in steel helmets and long white coats, seen in the Crown Gold-mines near Johannesburg. At a speed of 3,000 ft. a minute, they were carried down a shaft to a depth of 7,700 ft., and then travelled by electric train through the workings, a journey of half a mile which brought them to the main face. There they saw native labourers operating giant pneumatic drills in the gold-bearing reef. The reef, first struck sixty years ago, still continues to yield fresh discoveries

"HUSSAR" CAUGHT THE IMAGINATION OF THE JOHANNESBURG CROWDS: The Queen and Princess Elizabeth with the thirteen-year-old pony mascot of the Imperial Light Horse Regiment. Hussar paraded outside the Johannesburg City Hall, where the Royal Family arrived to attend a civic luncheon. On this first crowded day in the city the King opened the Witwatersrand Easter Show and also witnessed the race for the King's Cup at Turrfontein. As the people of Johannesburg had expressed disappointment at the shortness of the Royal Family's stay in the city, it was arranged that another day should be allotted out of the Easter rest period. The King and Queen and the Princesses were thus able to attend two more children's gatherings and also visit Baragwaneth Military Hospital

PRINCESS ELIZABETH IS TWENTY-ONE NEXT MONDAY—THE HEIR-PRESUMPTIVE TO THE THRONE WHO IS CELEBRATING HER COMING OF AGE IN SOUTH AFRICA: This special picture was taken in Natal National Park for release to the Press in connection with the present birthday celebrations. The Princess, who bears the three names Elizabeth, Alexandra, and Mary after her mother, her great-grandmother, and her grandmother, was born at Bruton Street, Mayfair, on April 21, 1926

GENERAL DE GAULLE SPEAKS FROM THE BALCONY OF STRASBOURG CITY HALL—THE FORMER HEAD OF THE STATE LAUNCHES HIS POLITICAL CAMPAIGN AND ATTACKS THE NEWLY-CREATED FOURTH REPUBLIC: Three studies of De Gaulle as he made his second speech in which he called for a nation-wide rally and, without being too precise in his terms, defined a programme for the nation. "At the moment," he declared, "we zigzag on a road that runs between chasms. France must restore herself as a Western nation." On the whole the reception of the speech in Strasbourg was enthusiastic, and in the city steps were taken to launch a De Gaullist movement, one which will be above party. This at once drew criticism from Communists and Socialists, while the M.R.P. remained reticent. The new super-party movement, backed by an Alsatian industrialist, is to be called the Rassemblement du Peuple Français. General de Gaulle is due to speak to-morrow (Saturday) at Bordeaux. On June 18 (anniversary of his call to resistance) he will be in Paris

THE CAPTAINS AND THE KINGS

Leaders Who Dominate the Foreign News of the Moment

KING FAROUK AND HIS PREMIER AT A CAIRO CEREMONY: The King saluting as the Egyptian flag was hoisted over Kasr el Nil Barracks following the departure of British troops who had occupied the place for sixty-five years. Standing on the King's left hand is Nokrashy Pasha. The occasion was made one of particular ceremonial, satisfying as it does the current spirit of Nationalism abroad in the land. A salute of 101 guns was fired; planes of the Egyptian Air Force flew overhead and hundreds of pigeons were released. British troops are steadily evacuating all main bases. They are not allowed to visit Cairo in uniform

THE CAUDILLO MADE HIS BOW ON APRIL 1—GENERAL FRANCO, CARRYING THE BATON OF A CAPTAIN-GENERAL, WAITING TO REVIEW TROOPS IN MADRID: The review took place on the eighth anniversary of his defeat of the Republicans in Spain, and shortly after his dramatic announcement that Spain is once again a kingdom. A Council of State is accordingly being set up, and Franco has declared himself head of the State. Don Juan, Pretender to the Spanish throne, has since denounced Franco's Succession Bill, and Monarchist circles have declared that it is an ingenious attempt to show readiness to relinquish power while retaining its substance. The Succession Bill gives Franco the power to nominate his successor.

Behind Franco in this picture is seen a resplendent Moorish guard

THE WRECK OF THE "GEORGE M. LIVANOS"—A DISASTER OFF CAPE TOWN PROVIDES YET ANOTHER EXAMPLE OF A BIG SHIP BREAKING IN TWO: The 5,840-ton Greek freighter is seen on the rocks off Green Point, and in the distance are the Lion's Head and Table Mountain. When this picture was taken, in the late afternoon of the day she grounded, the ship had broken in two and later a fire broke out. The captain and the nine members of his crew escaped unharmed. The cargo included about 1,300 tons of nickel ore and about 27,000 bales of wool. Hundreds of the bales fell into the sea when the vessel broke in two. The break occurred just in front of the bridge, which is a danger-point in ships of welded and riveted construction. In recent months there have been numerous cases of ships breaking in two, a notable instance being the "Helena Modjeska" disaster on the Goodwins. In some cases it is thought that careless construction is responsible for these disasters

PALESTINE SUFFERS A SEVERE DROUGHT: General Sir Alan Cunningham, the High Commissioner, addresses tribal leaders of the Beduin Arabs. While the Jewish problem is uppermost in the news, one of the worst droughts in living memory has stricken vast areas round Gaza and Beersheba, affecting vast flocks and herds. This picture in the Government offices in Beersheba was taken when Sir Alan Cunningham was conveying the Government's quickly-devised relief plan to representative Sheikhs from the affected areas

WHEN A V 2 ROCKET COMES TO EARTH—THIS GIANT CRATER WAS MADE BY ONE OF THE 14-TON MISSILES FIRED FROM THE UNITED STATES ARMY'S PROVING-GROUNDS AT WHITE SANDS, NEW MEXICO: The rocket soared 100 miles skyward into the ionosphere and the stratosphere, its warhead equipped with an automatic camera and scientific instruments. One of the pictures taken by the camera formed the frontispiece of THE SPHERE of March 29 and showed more than 200,000 square miles of territory round the Gulf of California in Mexico and the United States. The rocket came down in the Organ Mountains and, with no explosives on board, plunged 30 or 40 ft. into the ground. On its flight, lasting a few minutes, it reached a speed of 3,800 m.p.h. At the moment these rockets are being fired twice monthly from White Sands

AN EXPEDITION TO INVESTIGATE COSMIC RAYS: A camp is established at the base of Mt. McKinley, in Alaska. The New England Museum of Natural History has sent an expedition to 20,300-ft. Mt. McKinley, where scientists will conduct research on cosmic rays. A supply camp was quickly established on Muldrow Glacier. The camp shown here is on Mt. McKinley's 17,800-ft. Grand Basin, and is the site of previous Army camps in 1942 and 1944. On the left are the cliffs leading to the highest point, the north peak of the mountain. During the war years it was thought that Japan might invade across the North Pacific, and there were considerable troop movements in this area

SOME CALL IT THE "FLYING FRANKFURTER"—THE U.S. NAVY HELICOPTER, XHRP-1, MAKES AN EXPERIMENTAL FLIGHT AT SHARON HILL, PENNSYLVANIA: Shaped like a sausage and equipped with two 41-ft. rotors, this remarkable new aircraft has been built by the Piasecki Helicopter Company and is one of the larger rotating-wing types so far constructed. It is powered by a 600-h.p. Pratt and Whitney engine, which is located behind the main landing gear

HELICOPTERS

Rotating-wing Aircraft are Being Developed in Britain and America

Both Britain and America have a long way to go in the investigation of the basic problems of rotary-wing flight—a fact that was made very plain by Dr. J. A. J. Bennett, of the Fairey Aviation Company, at a recent lecture before the Helicopter Association of Great Britain. Even so, marked progress is being made, and on these pages details are given of helicopter developments on both sides of the Atlantic. Of recent months helicopters have played their part in air-crash rescues, and the rescues at Stephensville last month show very clearly the value of these machines in the U.S. Coastguard Service. At the end of last year, it may be remembered, two helicopters were the means of bringing out the injured following the Gander forest disaster

A HELICOPTER TO THE RESCUE: A United States Coastguard helicopter taking off from the snow-covered Newfoundland plateau when rescuing one of the nine American airmen who crash-landed on a routine flight from Massachusetts to Germany

THE WRECKED SKYMASTER AND THE U.S. COASTGUARD HELICOPTER WHICH CAME TO ITS AID ON A NEWFOUNDLAND PLATEAU NEAR STEPHENSVILLE: The helicopter seen during the last moments of its first descent. The picture was taken by one of the nine stranded airmen who were engaged on a routine flight to Germany. Some of them were injured, but none of them seriously, and a helicopter was the only means of getting in touch quickly. Helicopters have been used by the United States Coastguards since the middle years of the war, and they have been instrumental in saving many lives. They now form a unit of the Coastguard service, and there is also a helicopter squadron in the Army Air Force

THE RESCUE HELICOPTER LANDS AT HARMON FIELD, NEWFOUNDLAND: At the helm was Lieut. Walter C. Bolton, who operated a day-long service to bring the nine airmen back to civilisation after their Army transport had crashed on the Newfoundland plateau, 35 miles from Stephensville

THE SIKORSKY HOVERFLY SHOWS ITS PACES: With Squadron Leader Cable at the controls, this American helicopter, designed by a Russian, took a leading part in the display of aerobatics given at the R.A.F. aircraft apprentices' school at Halton, Buckinghamshire, in honour of the visit of the representatives of the Soviet, headed by General Gromov

"IN HIS HANDS THE HOVERFLY SEEMED THE ACME OF DOCILITY AND SENSITIVITY": This was how one observer commented on Squadron Leader Cable's aerobatic display with a helicopter in the presence of the visiting Soviet delegates at the R.A.F. School, Halton. Squadron Leader Cable is an entertaining exponent of helicopter technique, and he showed just how manœuvrable these experimental craft can be. The display was attended by many celebrities, including Marshal of the R.A.F. Lord Tedder, the Chief of the Air Staff, and Mr. Noel Baker, the Secretary of State for Air. The Russian visitors also saw an aerobatic display by Flying Officer Carter, of No. 267 Squadron, who flew a de Havilland "jet" Vampire

HOW GERMANY MADE USE OF THE HELICOPTER—A MACHINE WHICH PLAYED ITS PART IN SUBMARINE WARFARE IS DEMONSTRATED AT A PHILADELPHIA AERODROME: This miniature helicopter was used for reconnaissance by submarine commanders. It ascended from the deck of the submarine. If an emergency developed and the submarine was forced to submerge, the helicopter operator had only to pull a lever and the rotor arms came off while a parachute opened simultaneously. This enabled the pilot to make a speedy descent, gaining the comparative safety of his ship before submersion. The design would appear to have something in common with the Hopicopter, a rotating-wing device strapped to the back. Details of this German version are not supplied with the American caption accompanying this picture, but it makes haste to tell us that the brunette at the controls is Dorothy Manion, of Camden, New Jersey

HYDE PARK CORNER IN 1947—AN ARTIST'S IMPRESSION OF THE GREAT ROAD JUNCTION WHERE CONSIDERABLE DEVELOPMENTS ARE EITHE
it is hoped that the transfer will be complete by 1952. Just on the right of the Wellington Arch leading into Hyde Park is Apsl
was purchased by the first Duke of Wellington in 1820 from his brother, Marquess Wellesley. Farther to the east are the residence

Changing London

PLANS FOR HYDE PARK CORNER and LAMBETH PALACE

Drawings by Dennis Flanders

None of the changes announced with regard to Hyde Park Corner or Lambeth Palace will make a vast difference to the aspect of these familiar parts of Central London. Many will welcome the news that St. George's Hospital is to move to more modern, spacious quarters out at Wandsworth. The conversion of Apsley House into a museum is also interesting news. This residence, built by the Adam brothers in 1771-78 for Henry Bathurst, Lord Apsley, originally possessed a red-brick façade, as also did St. George's Hospital. Thackeray alluded to their "red jackets" in *Vanity Fair*. The brick, in both instances, has long since been covered with a stone facing. In the great West Gallery of Apsley House the Waterloo dinners were held annually. It was there that the Duke had iron shutters put up after the mob, regarding him as the leader of reaction, had broken the windows during the Reform agitation in 1832.

Lambeth Palace, which forms the subject of the second drawing by Mr. Flanders, dates from the early years of the thirteenth century during the period of Archbishop Stephen Langton. The residential part of the Palace is comparatively modern, having been built by Blore between 1829 and 1833. This residential part will now become a hostel for visiting clergy, and the Archbishop will continue to have quarters there and also offices for himself and his staff. Adjoining the Palace gateway is St. Mary's, the parish church which was rebuilt in 1851, but still retains its late-fifteenth-century tower.

The Palace Chapel, which was probably built by Langton, is to be restored in due course. The fine crypt, or undercroft, is the oldest part of the Palace, dating, it is thought, from the time of Archbishop Walter (1193-1205).

On right—**LAMBETH PALACE CEASES TO BE THE OFFICIAL RESIDENCE OF THE ARCHBISHOPS OF CANTERBURY: An artist's impression of the celebrated residence on the right bank of the Thames. In accordance with the Archbishop's view that his home should be in Canterbury, the Cathedral city from which St. Augustine began his work, Lambeth Palace is to be restored to serve other purposes. The library will be greatly enlarged, and parts of the building will be adapted as a hostel to be available for visiting bishops and other clergy. The Archbishop will still occupy rooms and offices in the Palace**

THER PLANNED OR IN PROGRESS : These developments include the removal of St. George's Hospital (left) to a new site in Wandsworth, and if materials are forthcoming, psley House, home of the first Duke of Wellington. It has been offered by the present Duke to the nation and it is to be a Wellington museum. Apsley House nces which have just been acquired by Sir Alexander Korda, the film magnate. One of them was the home of the King and Queen as Duke and Duchess of York

THE FLOATING CRANE K.S. 2 READY TO MAKE THE NORTH SEA CROSSING : The crane, which is now being used in the sealing of the flood-torn banks of the River Trent and is one of three lent to Britain for the purpose, left Amsterdam last week and negotiated the North Sea Canal. The K.S. 2 then set out across the North Sea for Hull, and pictures on the next page show her in the course of what would be a very hazardous crossing in other than calm weather

LEAVING AMSTERDAM FOR THE NORTH SEA CANAL—THE K.S. 2 IN CHARGE OF A POWERFUL TUG AT THE START OF HER VOYAGE TO ENGLAND VIA IJMUIDEN : She is a somewhat top-heavy craft, and the tug-master had to keep a wary eye on her in the later stages of the voyage. The giant steel framework of the crane lay horizontally along the deck and was firmly secured. The towing was done by the tug "Blankenberg," and she averaged no more than 5 knots on the 270-mile crossing. During the war the "Blankenberg" was commandeered by the Germans, being one of the most powerful tugs then in the Dutch service

THE SQUARE-CUT BOWS OF THE K.S. 2 CUT A FURROW THROUGH THE WATERS OF THE NORTH SEA : A close-up of the great crane, one of the three lent to this country by the Dutch Government. One of the cranes left last week, and the other two were expected to make the voyage this week. In addition, thirty-two 2½-ton pumps have been consigned to Britain by the Dutch Government

K.S. 2 SAILS TO FIGHT THE FLOOD BREACHES

One of Three Mammoth Floating Cranes Sent from Holland to Aid Britain

When the Dutch wished to close the gaps at Walheren and return the island to cultivation, they were offered the use of the "Mulberry" harbour at Arromanches to help seal the entrances. Now Holland is coming to the aid of Britain, and in the aftermath of the flooding, which has inundated such vast areas of East Anglia, she is sending us three mammoth cranes which will seal the flood-torn banks of the swollen rivers. The first of these cranes, the K.S. 2, is seen in the course of her North Sea crossing in charge of the tug *Blankenberg*. In addition to cranes Holland has also sent us giant pumps to help drain Britain's two inland oceans, the one in Lincolnshire, covering 20,000 acres, and the other in Fenland, covering double that area. These pumps are already supplementing the work of the eighty Admiralty heavy salvage pumps and the N.F.S. pumps. The Admiralty pumps, pumping 25 tons of water a minute, can take a foot of water from an acre of land in one hour.

LEAVING THE COAST OF HOLLAND BEHIND—THE TUG "BLANKENBERG" AND THE K.S. 2 ON THE SECOND STAGE OF THEIR JOURNEY TO ENGLAND : An aerial view showing the powerful tug and her cumbersome trailer. Dutch drivers and mechanics who are now operating the K.S. 2 came over in a separate boat. In charge of operations is Dr. Ringer, a Dutch dredging expert, who has planned a scheme for the three dredgers and made the arrangements for their assembly in the flooded areas of East Anglia

WAR ON THE FARM PESTS—GREY SQUIRRELS, MAGPIES, RATS, STOATS AND WEASELS ARRAYED ON THE DUKE OF WELLINGTON'S ESTATE AT STRATHFIELDSAYE: Mr. E. Holloway, the gamekeeper, is showng them to Mr. Hall, the Duke's agent, after a recent drive to rid the property of pests, notably the grey squirrel, which is an increasing menace in some of the southern counties

Home News From Town and Country

FARMERS FIGHT PESTS and FLOODS

Mr. Wallace and His Eggs; A Canal Bank Collapses; A New Use for "Pluto"

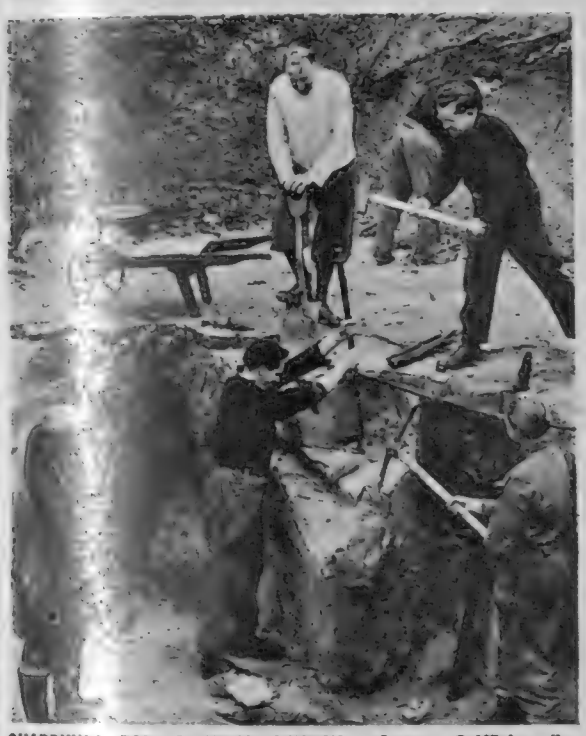
Farmers and farming folk remain in the forefront of the home news, for, even now the floods have subsided, great tracts of land remain waterlogged and the spring sowing is heavily delayed. The experiment made by a Northamptonshire farmer in sowing his land from the air is depicted on this page, and it would appear that he has the answer to the most pressing problem of the moment. In the south the grey squirrel has been continuing its ravages, and an all-out assault on this pest is being conducted by Hampshire's War Agricultural Committee. The picture on the left shows the recent haul on the Duke of Wellington's estate at Strathfieldsaye, and it certainly included more than grey squirrels. Twenty years ago the grey squirrel was little known in England, but since a number of them escaped from London Zoo they have bred alarmingly. The arrival in this country of Mr. Henry Wallace is a political event of some importance, but this American is better known to some of his countrymen for his interest in agriculture. Once he was the editor of the magazine, *Wallace's Farmer*.

SOWING WHEAT FROM AN AIRCRAFT—A BRITISH FARMER TACKLES THE PROBLEM OF WATERLOGGED FIELDS: A Miles Aerovan flying above a 2,000-acre farm at Apethorpe, Northamptonshire, where the owner, Mr. J. W. Tomkins, has used it to sow ground which is too wet to take a tractor-drawn drilling machine. Mr. Tomkins, realising that time is short as a result of the floods, chartered the plane as an experiment, and was delighted to find that the Aerovan, operating at a height of 50 ft., was capable of sowing 20 acres of wheat in two hours. The plane spread the seed evenly and afterwards it was worked into the ground by a tractor-driven harrow. The Aerovan is a machine of 310 h.p. and can be used as a 1-ton freighter or a nine-passenger plane. In the background is the Moth Plane which air-minded Mr. Tomkins uses for his personal requirements. In the foreground is a white marker-flag placed at one corner of the wheatfield

FARMER HENRY WALLACE HAS BROUGHT EGGS FOR BRITAIN—THE FORMER U.S. SECRETARY OF AGRICULTURE AND U.S. VICE-PRESIDENT ARRIVES AT LONDON AIRPORT: Mr. Wallace (left) greeted by Mr. Kingsley Martin, editor of "The New Statesman." In his left hand he held a brief-case and a box of "Hyline" eggs which he has brought as a gift to Britain. The eggs came from the world's biggest layers—Wallace's Hyline—and they will be incubated at a British experimental station, possibly starting the new strain over here. Mr. Wallace, known to the world as America's leading Liberal, a staunch supporter of President Roosevelt's New Deal, and as a former Vice-President and opponent of Mr. Truman's foreign policy, was at one time U.S. Secretary of Agriculture, and he is the author of several books on farming subjects. While in Britain he is addressing several political gatherings. Mr. Wallace has come over at Mr. Kingsley Martin's invitation

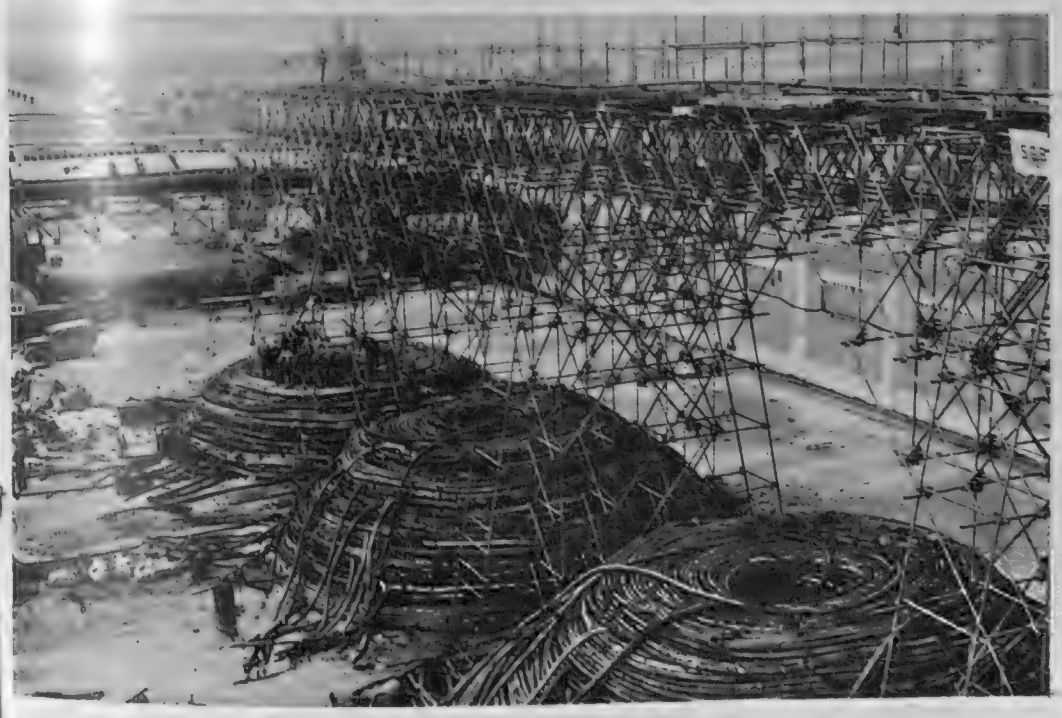
A CRISIS IN BLOOMFIELD ROAD : A stretch of the Regent's Canal bank collapses as a result of the March rains. The fall, which occurred only a few yards from Maida Vale Bridge, which carries a share of main-road traffic, occurred without warning a few seconds after some pedestrians had left the spot. A large section of the pavement fell into the canal and also a portion of the already bulging retaining wall

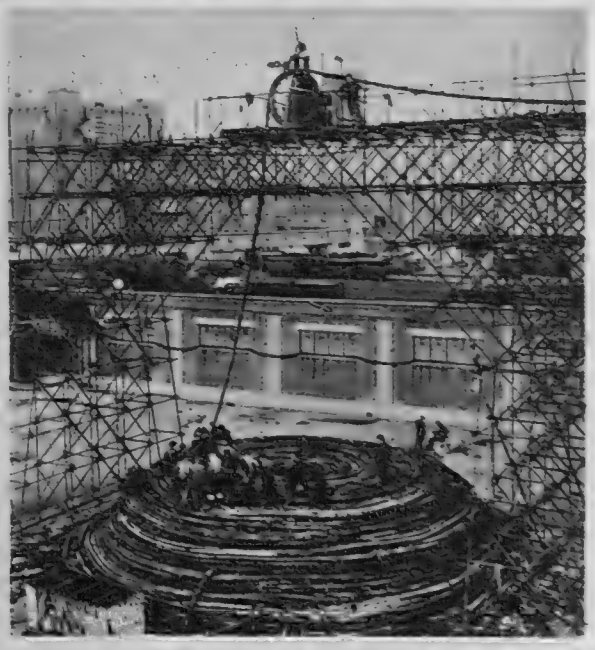
TRAFALGAR SQUARE LOSES A WARTIME LANDMARK : Men engaged in demolishing the Forces Information Centre on the east side of the Square. It was a familiar sight to many thousands of British, Colonial and Allied troops visiting London during the war, helping them to catch their trains and also with problems cropping up during leave



QUARRYING FOR A NEW CHURCH : Canon Griffiths (in white sweater), parishioners and German prisoners of war, taking out stone at a Crowhurst quarry for the new church of St. Leonards, Hastings

FROM THESE RUINS WILL ARISE THE NEW ST. LEONARDS, HASTINGS : Canon Griffiths, the Rural Dean, standing in the midst of his bomb-shattered church. It was hit by a flying bomb in 1944, and Sir Giles Gilbert Scott has since drawn up plans for the church's restoration. Canon Griffiths has had to find his own labour and materials, however, and, in addition to an ardent band of parishioners, he has German prisoners of war who have volunteered to help him. By chance, too, he found a disused quarry at Crowhurst, five miles away, and there the volunteer workers go once a week to dig out the stone necessary for the work. An old oak tree near the quarry will provide timber for some of the new pews





"PLUTO" COMES ASHORE, BUT ITS WORK IS NOT YET DONE : *Above* and *on left*—Two views of the great coils of lead piping which are being built up at Southampton as the historic pipeline, which fed millions of gallons of precious oil and fuel to the Allied invasion forces in Normandy, is brought in from the sea-bed. The *Empire Ridley* and the *Empire Taw*, two vessels of the Marine Salvage Company, are engaged in hauling in the line between the Isle of Wight and Cherbourg. They have already lifted 100 miles of "Pluto," and some 300 yet remain below the surface. Each mile weighs 63 tons, and the lead will, of course, prove of vital worth to industry. The line was originally laid with the aid of a floating drum

A GIANT FLOATING DOCK PASSES THROUGH THE SUEZ CANAL — THE 50,000-TON STRUCTURE, DIVIDED INTO TWO SECTIONS FOR THE VOYAGE, IS HAULED THROUGH THE CANAL BY TUGS: This dock has been built in Bombay for the British Admiralty, and it began its 1,500-mile voyage from India to Malta on March 20. The dock moves at a speed of 5 knots, the two sections being towed by the powerful naval tugs "Mediator," "Reward," "Freebooter," "Marauder," "Brigand," "Encore" and "Hengist." The report that the Suez Canal would be closed while the dock was towed through the channel was not correct. It was even rumoured that the canal would be closed for seven days. These docks now play a vital part in naval strategy, and in the Mediterranean, the Atlantic and the Pacific they provide repair facilities for vessels which would otherwise be compelled to make long voyages to graving docks in their home ports—*Drawing by S. E. Beck*

WHERE AMERICA WILL KEEP WATCH AND WARD IN THE PACIFIC: A diagrammatic sketch showing islands which will come under United States trusteeship as a result of a United Nations decision. America will have naval bases in many of these islands, and also in the Independent Philippine group. Some of the islands without adequate harbours will be equipped with floating docks

HOW THE UNITED STATES NAVY SERVICED WARSHIPS IN THE COMBAT ZONES DURING THE PACIFIC WAR: A giant advance-base sectional dock accommodating eight tank-landing ships at the same time. These floating docks are capable of lifting 100,000 tons, and in consequence the largest aircraft-carrier or battleship can put in for repair without having to make the long sea journey back to base. In the closing stages of the war in Europe and the Pacific, the United States Navy had fifty docks in operation with a total capacity of 1,200,000 tons, and these docks will no doubt continue to play their part in the Pacific now that the United States is charged with the trusteeship of so many of the former Japanese islands. On each side of the massive sectional dock illustrated here are travelling cranes for installing or removing heavy machinery from the engine-rooms of ships under repair

FLOATING DOCKS PASS THROUGH PANAMA AND SUEZ

Craft Which Play a Vital Part in Naval Strategy

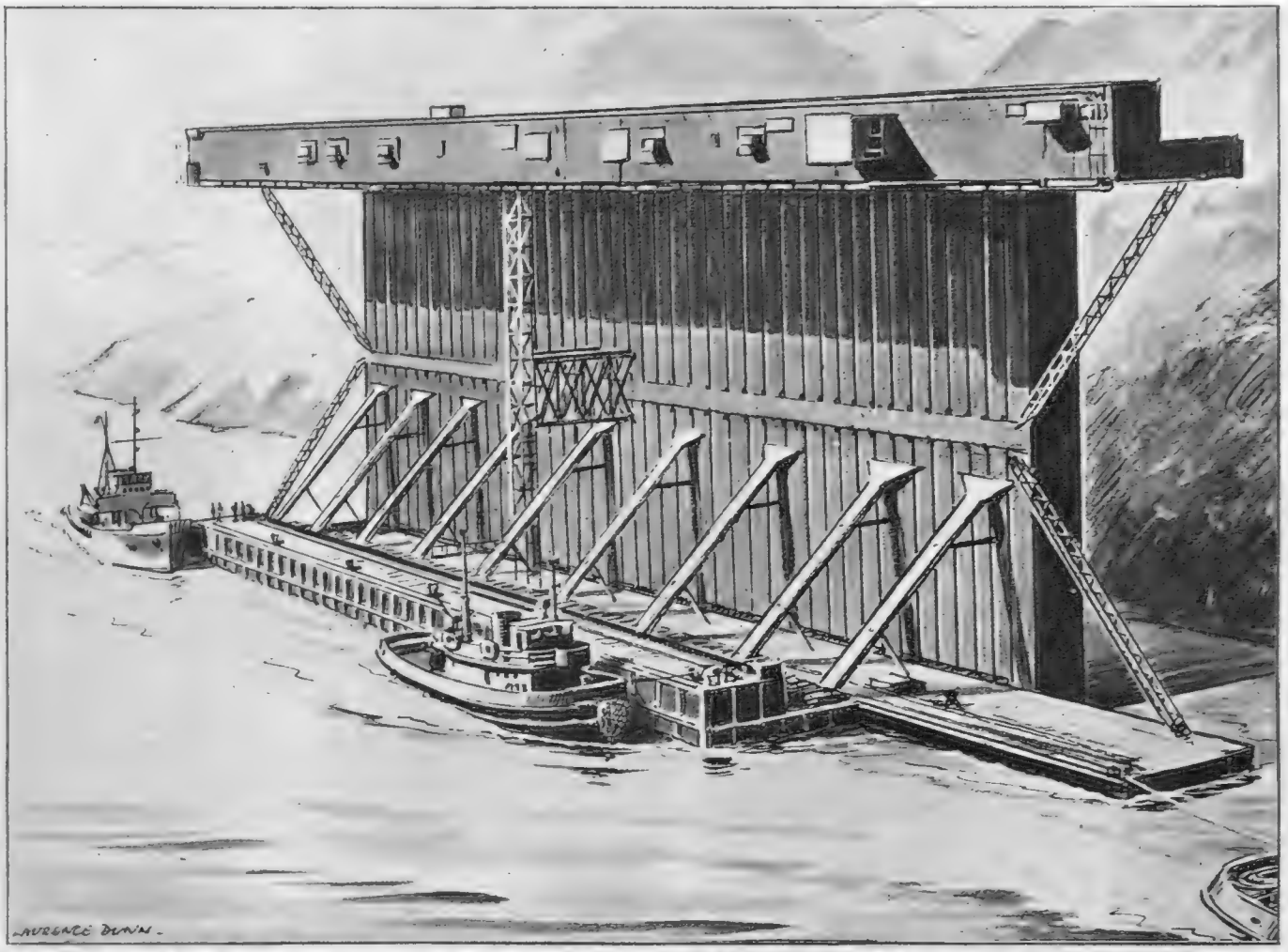
In the Second World War floating docks played a very vital part in Allied naval strategy, and, judging by recent movements announced in the Press, it would seem that they are no less important to-day.

America in the years ahead has an exacting role in the Pacific. The United Nations have agreed that she shall hold in trusteeship many of the Japanese island bases, while under the terms of the United States-Philippines Mutual Assistance Pact, which was signed in Manila in mid-March, the U.S. forces will also be active in the Philippine group. All this will entail the patrolling of immense areas, and to do this America will no doubt call into play, in modified form, the system which served her so well in the Pacific War.

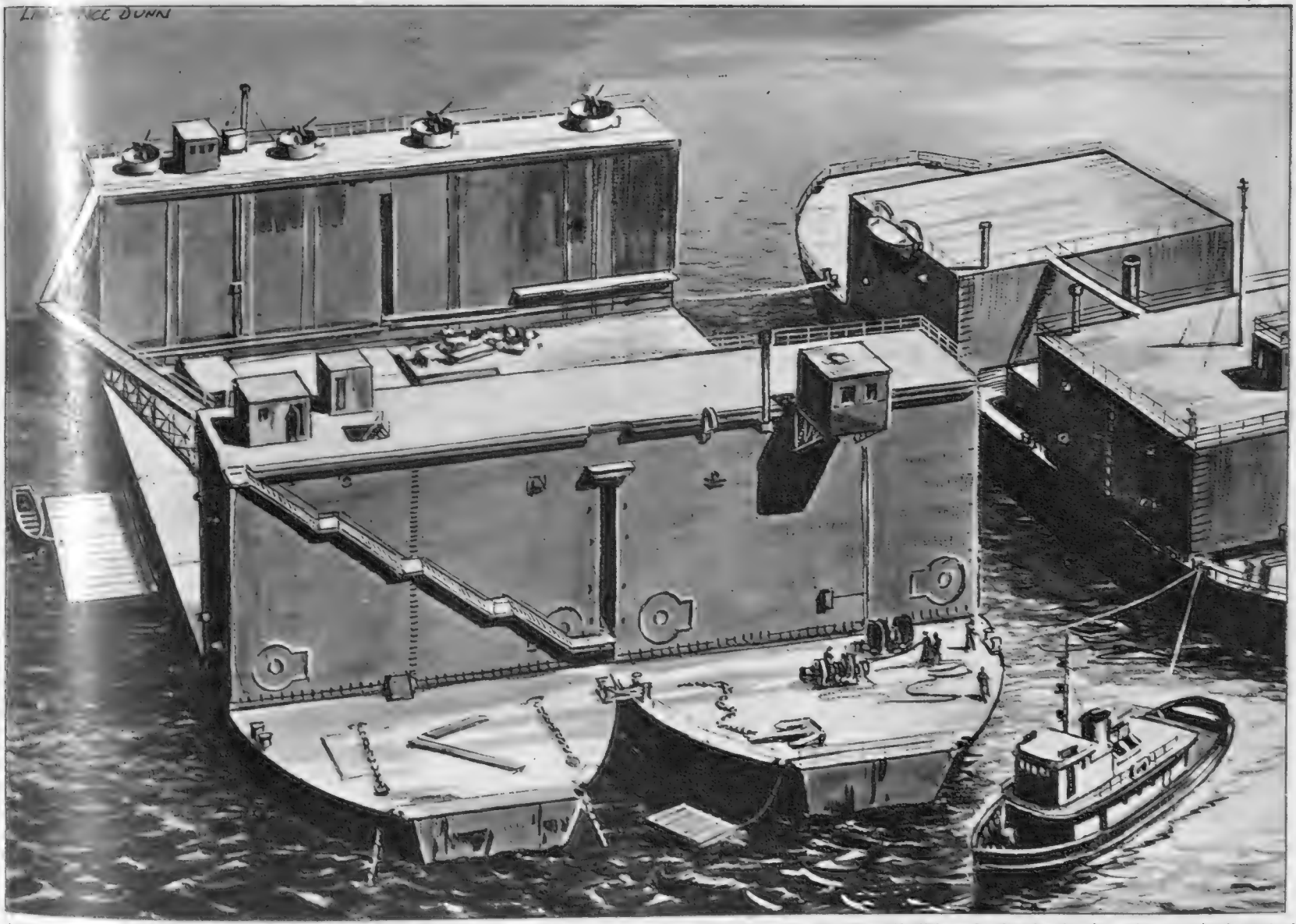
By building up advance-base sectional docks, each unit having a lifting capacity of 10,000 tons and the largest assembly

being capable of lifting 100,000 tons, warships can be serviced in the immediate area of their own operations. The saving in repair time thus effected was undoubtedly a big factor in the swift progress of the United States Task Forces during the war as they swept westward and northward across the Pacific, reducing the Japanese island strongholds in much more rapid succession than at one time seemed possible.

In one of his drawings on this page Mr. Laurence Dunn shows an American floating dock actually being taken through the Panama Canal on its beam ends. This was a wartime expedient occasioned by the fact that the dock was wider than the lock gates. Another drawing on these pages shows the new 50,000-ton Malta dock being taken through the Suez in two sections. This dock is now engaged on its forty-five-day voyage from Bombay to Malta, and the two parts will be united on arrival at the island base. In charge of towing operations are seven British Admiralty tugs. Two of these, *Brigand* and *Freebooter*, are sister-ships of 840 tons each, with two-shafted triple expansion engines. Their designed h.p. is 3,000 and they can obtain a speed of 15·5 knots. When towing the floating dock, however, it is unlikely that the tugs will be exceeding 5 knots at any stage of the journey from India to Malta.



A FLOATING DOCK PASSING THROUGH THE PANAMA CANAL ON ITS BEAM ENDS—THE 18,000-TON CRAFT WAS 14 FT. TOO WIDE FOR THE LOCKS AND IT WAS MANŒUVRED THROUGH IN THIS WAY BY AMERICA'S NAVAL CIVIL ENGINEERS CORPS: This passage of the Canal was made during the war when the United States needed every available floating dock in the Pacific theatre of operations, as her forces were operating hundreds of miles to the west of Pearl Harbour—*Drawing by Laurence Dunn*



ASSEMBLING AN A.B.S.D.—AN AMERICAN ADVANCE-BASE SECTIONAL DOCK UNDER CONSTRUCTION IN PACIFIC WATERS: A sketch showing the standard method of assembly. Made up of anything from seven to ten pontoons welded together, the dock can be made large enough to take a carrier or a battleship. Each section has a lifting capacity of 8,000 to 10,000 tons. They were built during the war in the steel city of Pittsburgh and, after being launched into the Ohio, were towed down the Mississippi to the Gulf of Mexico and then across the Pacific. The ocean towing was often done by cargo vessels carrying supplies to the United States fleets. On one occasion it is recorded that an A.B.S.D. actually lifted two cruisers at the same time—*Drawing by Laurence Dunn*

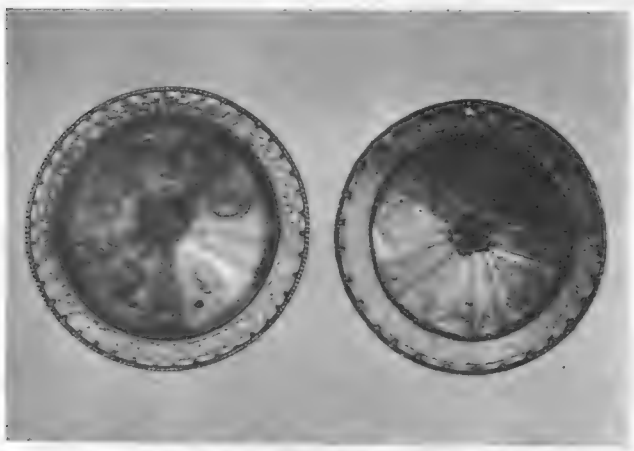
A Celebrated Collection of

ARMS AND ARMOUR IN THE SALE ROOM

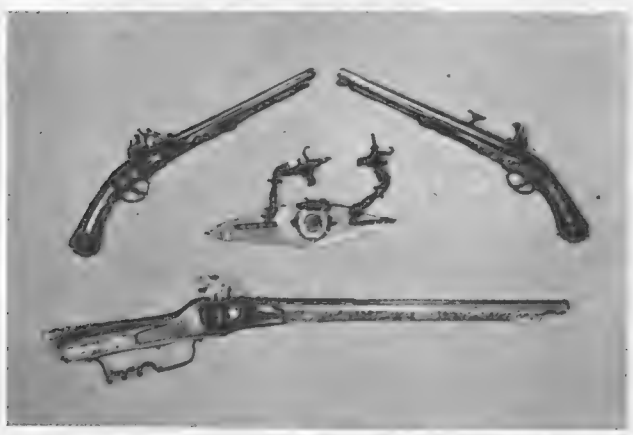
Sixteenth-Century Harness and Weapons Gathered by the Late Edward Ledger

Armour collectors are now a dwindling fraternity. Theirs is a subject with a language all its own, bristling with unfamiliar names which flow from the tongue like medieval oaths, names which conjure up the spacious days of the tourney and medieval pageantry. Next month the armour collectors will have a field day when on May 15 they gather at Messrs. Christie's for the disposal of the celebrated arms collection formed by the late Edward Ledger and for many years displayed at his Hampstead home. Edward Ledger was one of the great armour collectors of his time, in the tradition of Brett and Coutts Lindsay, and he only acquired for his collection harnesses and weapons culled from well-known sources. Much of the engraved armour in the sale is particularly fine, revealing the hand of the artist, and it is known that Holbein and Burkmain not only designed suits but decorated them. Most of the Ledger collection consists of sixteenth-century work, with Italian and German weapons and armour predominating

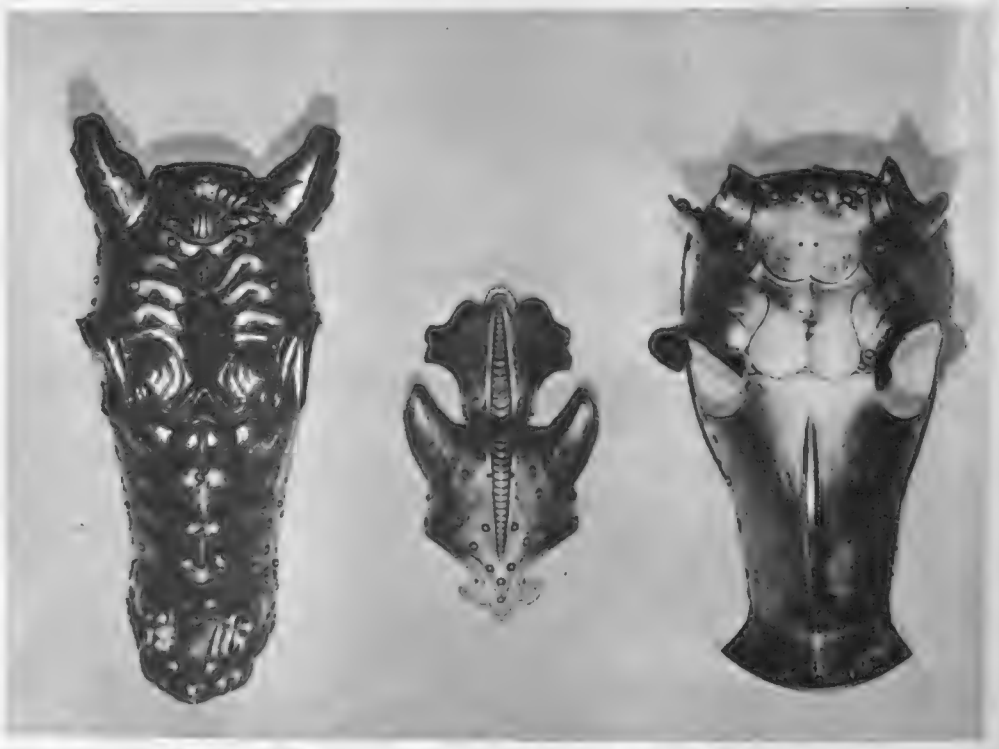
TWO THREE-QUARTER SUITS OF MAGNIFICENTLY-ENGRAVED ARMOUR: Both these suits belong to the celebrated collection formed by the late Edward Ledger, of Hampstead, and they are to be sold at Christie's on May 15, together with over 200 other items from the Ledger collection. The suit on the left is of German origin, dating from the middle of the sixteenth century. All the plates are beautifully etched with a floral design in the style of Valentine Siebenberger, the vertical band upon the breast-plate being embellished with the double-headed eagle, the arms of Bavaria. Attached to the breast-plate is the lance-rest. The suit on the right, at one time in the armoury of Sir Samuel Meyrick before passing into the hands of Edward Ledger, bears a remarkable series of etchings. The Crucifixion is etched in a black ground on the centre of the breast-plate. The helmet of this suit does not belong, and is stated to have been at one time in the possession of Sir Walter Scott



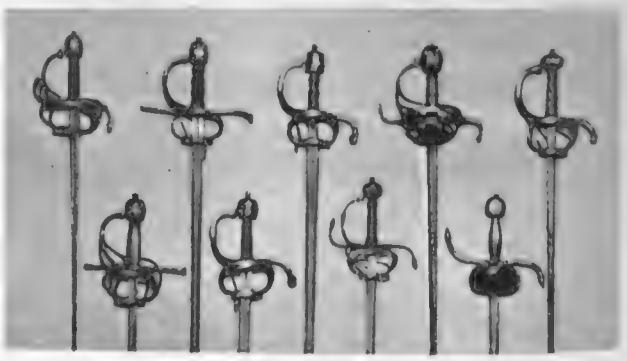
ENGRAVED SHIELDS OF THE SIXTEENTH CENTURY: A fine circular rondache (left), a North Italian work in bright steel, and a Spanish shield (right) of the same period. The rondache is decorated with etched medallions representing Justice, Faith, Hope and Strength. It is 23 ins. in diameter. The Spanish shield, with five radiating bands, has shaped panels with classical male and female figures. Between the bands are five medallions



WHEN WAR BEGAN TO SHED ITS AURA OF ROMANCE: Spanish, Italian and German weapons in the age of gunpowder. The Snaphaunce pistols at the top of the picture are North Italian work, dating from about the year 1680. They are elaborately embellished with chased steel mounts and the barrels are inscribed Domenico Bonomino. In the centre is a Spanish wheel-lock gun-plate. This is elaborately chiselled and engraved in bright steel and has a double action with flash-pan cover. The wheel-lock arquebus at the foot of the picture is German. The stock is ivory plated and engraved with a scroll design



ARMOUR FOR WAR-HORSES—THREE EXAMPLES OF THE CHANFRON: *Left*—A sixteenth-century chanfron, probably Milanese, embossed and fashioned in the form of a marine monster's head. Centre—A small demi-chanfron of Spanish origin. Down the centre is a band of scalework, and the whole is finely engraved. Right—A sixteenth-century work in plain bright steel



On right—**A REMARKABLE COLLECTION OF RAPIERS:** A group of nine notable weapons in the Ledger collection. The rapier on the extreme left is Italian of the late sixteenth century and is inscribed Andreis Munsten. Next to it is a rapier with ring-guard hilt. It is profusely encrusted with chased silver. The slender six-sided blade is grooved. The third rapier from the right has a basket hilt and is probably of English make. The example on the extreme right is Spanish and has a swept hilt elaborately encrusted with both gold and silver

THE ENGLISH MARBLES CHAMPIONSHIP: And Two Old English Customs

Several dictionaries specify marbles as a game played by children. This is but a half-truth, however, for the game of marbles, which was known to the ancient Egyptians, enjoyed great popularity among adults in medieval England, and to-day the English Marbles Championship has its place in the sporting calendar, being essentially for adult players. The championship was held recently at Tinsley Green, Surrey, and quite a crowd turned up to watch the play. A 6-ft. ring is used for this championship, and within it are further cement circles.

"BULLYING OFF" AT TINSLEY GREEN: Mr. W. M. Wright ("Crawley Tools" factory team) and Mr. S. Bailey about to drop their marbles into the centre of the ring before the start of a game in the Marbles Championship

A rather more boisterous game, and one no less deeply rooted in the past, is the Battle of the Beer-Kegs, which takes place every year at Hallaton, Leicestershire. This year offensive tactics triumphed, and the beer-barrel was rushed through the defence and touched down in the local stream, but not before there had been a grim battle for possession in which all the youth of the village took part.

Another old English custom has just been enacted at the City church of St. Bartholomew the Great, where the old ceremony of distributing the Butterworth Charity took place round a tombstone

THE CONTEST FOR THE ENGLISH MARBLES CHAMPIONSHIP: This was the scene at Tinsley Green, Surrey, as spectators crowded round the 6-ft. ring to watch the 300-year-old championship. The game has a serious adult following

SEE CONQUERING HEROES! The boys of Hallaton with the r-keg which they touched down in the stream in the ttle of the Beer-Kegs when the defence crumbled

STAMPEDING TOWARDS THE STREAM: A competitor in the annual Battle of the Beer-Kegs dashing through the defence with half the boys of the Leicestershire village of Hallaton in his support and the other half attempting to stop him touching down in the stream. The game, involving all the rougher elements of hurling, Rugby, and all-in wrestling, always attracts spectators from miles around, and if they are not careful they find themselves caught up in the mad rush. Once the beer-keg reaches the stream (representing the goal) the game is over, and beer all round is the order of the day

On left—**A NEW SIXPENCE AND A HOT CROSS BUN: Mrs. du Jardin, who has lived all her life in the London parish of St. Bartholomew the Great, and was baptised and married at the church, picking up her share of the Butterworth Charity which is distributed on the tombstone of the founder every Good Friday. The origin of the custom is not certain, but it has been suggested that it is due to the diversion of a pre-Reformation fund designed to furnish masses for the dead. The first reference to it was in 1686. The principal source of the fund's income is a belated gift of £22 10s. made in 1885. This year twenty-one sixpences and twenty-one hot cross buns were handed to twenty-one widows of the parish. St. Bartholomew the Great is quite one of the oldest of the City churches, and its founder, Rahere, is among the men of note buried there. William Hogarth was baptised at St. Bartholomew's in 1697**

MONTE CARLO IN WAR AND PEACE

The French Riviera Revisited After Seven Years

By CHARLES GRAVES

I AM scrawling these notes (before getting them typed) as I sit on one of the maroon-coloured benches facing the Casino. Behind me are the 200 yards of semi-tropical Jardins Fleuris with their palms and geraniums and sweet williams. On my left is the Café de Paris with its orange sun-blinds, scarlet chairs and open-air restaurant. On my right is the Hotel de Paris, flanked with sleek Italian and American motor-cars. Overhead is a bright blue sky. The Casino has been newly painted in its traditional off-white hue. The usual attendants in sky-blue uniform stand in the main entrance—at the top of the seven shallow steps which have carried more gaiety and despair than any others in the world.

Lounging beside me is a young Monegasque policeman in his Ruritanian uniform of black tunic, blue trousers with red seams, white gloves, white belt, curved blue helmet and scarlet cuffs. The Casino itself has been quite undamaged by the war, though its massage department 200 yards away was blitzed by a U.S. bomber trying to hit half-a-dozen German minesweepers in the tiny harbour of Monaco.

But what happened to Monte Carlo in the war? Well, all the British visitors, myself included, left hurriedly on the day that Russia announced its non-belligerency pact with Hitler. But the local English colony of about 350 remained. Life remained comparatively normal until Italy's entry into the war. After a short, sharp little action at Mentone—10 kilometres away—the French retreated and to the chagrin of the Monegasques their neutrality was not respected. Italian military police immediately appeared on the scene and, with their headquarters at the Hotel Bristol, proceeded to arrest not only many Englishmen, but also Swiss and Americans, although the latter had not yet entered the war. The suspects were taken up to Sospel and put in a concentration camp. Others were taken to Villa Linwood, at Nice, which soon became notorious as the administration offices of the O.V.R.A.

After a month, however, the Casino reopened and did remarkably well. Rich refugees from Paris, now occupied by the Germans, had plenty of money to spend. Most of the hotels remained open. But as time went on, it was clear that the prosperity was bogus. The price of food soared. The cost of beef, lamb and veal went up by over 2,000 per cent.; potatoes went up 6,000 per cent., and a kilo of butter cost 1,200 francs if it could be got. The Salles Privées remained open and the refugees soon started a black market by their sale of jewellery and foreign currency. The British colony was allowed £10 a month, which was not enough to live on. Then came the Germans—after Vichy. The Gestapo set up its quarters in the Hotel de Paris. The senior staff officers of a Panzer Division requisitioned the Hotel Metropole, the manager of which was interested to note that privates ate the same food as their Bavarian Major General. Barbed wire and blockhouses appeared as if by magic. A radar station was erected on Fort Mont Agel. But the Casino authorities still blandly insisted that German officers entering the gaming-rooms had to change into plain clothes before doing so. And such was the discipline of the Germans, who were exceedingly correct, that they obeyed.

At last came the invasion of the South of France. Unfortunately for Monte Carlo, however, the American troops were ordered to advance north towards the great strategic points like Lyons—and to leave South-Eastern France severely alone. For three months, therefore, the German detachments were left undisturbed, and the food position became so bad for the civilians that the Government had to provide a litre of communal soup per head per day. This was literally dished out by the thousand at the Metropole and the Café de Paris, among other places. Then, almost as an afterthought, a few small American detachments, aided by the Maquis, made their way along the lower Corniche. There was one little battle at St. Laurent du Var and the Germans retired to the hills. The combined British and American fleets then shelled the fort at Mont Agel, having previously knocked out the only three German batteries at Cannes, and life returned to normal except for the existence, up in the hills behind Ventimiglia, of one or two German batteries which exchanged shots with Allied surface craft up to the surrender.

NICE IN 1947—THE PROMENADE, ITS PALM-TREES AND ITS HOTELS HAVE SURVIVED THE WAR YEARS: Prices are astronomical, however, and there are still very few Americans and British on the coast. Neighbouring Monte Carlo is, if anything, slightly more prosperous

FRUIT IS ONE OF THE LEAST EXPENSIVE ITEMS ON THE RIVIERA: A typical shop-front with a fine display of pineapples, lemons, coconuts and melons

So much for what happened to Monte Carlo during the war. To-day it is as delightful and dear as ever—more so, in fact. To see a restaurant display-table swooning with huge hams, rounds of beef, succulent cold tongue and every kind of *charcuterie* is as exciting as the knowledge that you can have a second helping of everything. Châteaubriants, plank steaks, lamb chops, porterhouse steaks—well, you know what I mean. Butter and sugar, fresh orange-juice and every variety of omelette—all, of course, at a price.

Prices, however, are cheaper here than in France, because there is no luxury tax on food and only a 6½-per-cent. tax on hotel rooms. What is also delightful is the genuine pleasure of the waiters to make you feel at home and encourage you to eat to the full. And you really get value for money, although most things cost double what they are in London. Most expensive item of all is cigarettes. English or American cigarettes cost 200 francs for 20—in other words, 5d. each, which is a lot for people with only their basic ration of £75 to eke out. As for the *fiacres*, it costs 125 francs to go 125 yards from the Casino to the Hotel Metropole. My advice to visitors is to bring their motor-car and their own cigarettes, even though they have to pay the Customs on arrival in France. Autobuses, admittedly, are very reasonable. But they are also crowded. So that you are really tied by the leg if you don't bring your own transport, local motor-cars costing 1s. 3d. per kilometre.

Offhand, I should say that there are about 600 English visitors in Monte Carlo whose sole conversation is money and how to conserve it. An English stockbroker told me of the local beer which costs only 25 francs a glass. A lordling has discovered a hotel restaurant whose lunch was only 125 francs. Another went as a guest to lunch at the Chateau de Madrid and nearly fainted when he saw that the bill for his host had worked out at £8 per head.

At least the blazing sunshine costs nothing, nor the sight of the blue Mediterranean, nor the palms and other sub-tropical trees and plants. What, perhaps, has given me personally my greatest thrill is to see that the gigolos are back again—sleek, correct, dinner-jacketed, buttonholed and heel-clicking. Their eyes are sad, but they are back. So are the fabulous demi-mondaines, wearing minks and sables worth a new Rolls-Royce apiece, glittering with jewellery, in Paris dresses which cost £500 each, playing baccarat at the High Table, dining and dancing at gala nights in the newly-decorated Sporting Club. What happened to them in the war? Some, of course, were still growing up. . . . But here they are, back again, and the little old women whom Sem loved to caricature, and the fat Middle Europeans and an occasional Prince, platoons of counts, black marketeers and the King of Sweden watching the International tennis. *Plus ça change, plus c'est la même chose.* I can't help it. The platitude is inexorable in its demand to be quoted.

One of the few and most desirable changes is that the Tir aux Pigeons is dead and gone. In its place is the Henry Cotton Golf School, where you strike balls into the rich blue Mediterranean, aiming at yellow R.A.F. rescue dinghies neatly spaced to suit a No. 7, a No. 4 and a driver. Its setting is spectacular, with the flowered terraces of the Casino in the foreground and the whole sweep of the steeply-rising mountains at the back, with the pine-trees of Cap Martin on the right and the wooded steps of Cap d'Arl on the left. Which reminds me. I have a date with Henry in ten minutes.

AMONG THE LAST OF THE MANY: Philippine soldiers from the U.S. Army seen on the French Riviera, where they spend their leaves from the Occupation Zone. At one time there were thousands of American soldiers in Nice and Monte Carlo, but of recent months their numbers have decreased

A YOUNG "JULIET" AT STRATFORD

Charles Chaplin in a Serious Role and Other Pictures of Stage and Concert Platform

A YOUNG JULIET: Eighteen-year-old Daphne Slater plays Juliet to Laurence Payne's Romeo at the Shakespeare Memorial Theatre. It has been said that no actress can do justice to Juliet until she is old enough to play the Nurse, and it was perhaps asking too much of Miss Slater that she should defy the tradition. Peter Brook's production of Shakespeare's tragedy has concentrated on the visual splendour of the settings and too little attention has been paid to the direction of the star-crossed lovers. *Romeo and Juliet* was the opening play of the new season at Stratford-on-Avon, with Beatrix Lehmann as the Nurse and Paul Scofield as Mercutio

AN ENGLISH SOPRANO AND A WELSH TENOR: Victoria Sladen going over the script of "Tosca" with Redvers Llewellyn at Sadler's Wells. Victoria Sladen is back at Sadler's Wells, where she played for three years, before her recent debut at Covent Garden as Pamina in *The Magic Flute*. She sang Tosca to Redvers Llewellyn's Scarpia. This was his first appearance on the London stage. His home is at Briton Ferry, in Glamorganshire

MURDERER IN HIS FAMILY CIRCLE: A scene from "Power Without Glory," at the Fortune Theatre, with Dirk Bogarde (as the murderer), on the left, and his family, played by (left to right) Mary Horn, Beatrice Varley, Trevor Ward, Kenneth More and Maureen Pook. Michael Clayton Hutton's play, which was first produced at the New Lindsey Theatre Club, has the original theme of a murderer whose deed becomes known to his family. They are working-class people and their reactions to the unusual predicament provide some strong situations and great opportunities for an excellent cast, who take full advantage of them

A SEVEN-YEAR-OLD PIANIST AS A CONCERT SOLOIST: Thorun Tryggvason practising with her father in his London flat. Last month, THE SPHERE published a picture of another seven-year-old pianist, Philomena Macrae, who is to play at the London Musical Festival. Now, from Iceland, comes a rival to the English infant prodigy. Her father, who is studying at the Royal Academy of Music, conducted the London Junior Orchestra with his daughter as solo pianist

CHARLIE CHAPLIN RETURNS TO THE SCREEN: With Marilyn Nash, his new leading lady, he plays a serious role in the name-part of "Monsieur Verdoux." *The Great Dictator* in 1940 took Chaplin from pure slapstick to political satire enlivened by slapstick. In his next and latest film, *Monsieur Verdoux*, he has taken to serious drama, in the character of a "Bluebeard" murderer. Chaplin is producer, author and star of the picture, the idea for which he obtained from Orson Welles in 1941. Again he brings a new star to the screen—Marilyn Nash, whose first appearance on the screen is as the refugee befriended by Monsieur Verdoux

The World of Books—By VERNON FANE

ROGUES, VAGABONDS, and ENCHANTRESSES

J. Jefferson Farjeon Parades Some Minor Criminals and Balances the Sentimental and the Sinister

NO matter what kind of novel Mr. J. Jefferson Farjeon thought he was writing in BACK TO VICTORIA (Macdonald. 8s. 6d.), one thing is perfectly obvious, and that is that he has enjoyed himself in expounding one or two theories that might not have had publication space before, at least under his name, and in creating a charming collection of small-scale rogues, vagabonds and enchantresses for our quiet delight.

The whole story is quiet, as a matter of fact, in spite of thefts and swindles and other forms of skullduggery, for that is Mr. Farjeon's way. A very distinguished contemporary has said this month that comparisons are odorous, so I may only add meekly to that, that Mr. Farjeon's plots are as lavender

TAYLOR CALDWELL COMES TO TOWN: America's best-selling novelist seen with Mr. W. A. R. Collins and Margery Sharp (centre) at the party given in her honour by her English publishers, the house of Collins. This is Miss Caldwell's first visit to the country of her birth since the family emigrated in 1907. She was born at Prestwich, Manchester, in 1900. Both her parents came from Clydeside. Miss Caldwell's latest book, *This Side of Innocence*, has been published in Britain and the United States. The film rights have brought in £20,000

to Mr. Jeffrey Farnol's rosemary. In the case under review, however, the action is in the most present decade of the present century, and has very little reference, except in terms of gallantry, to Mr. Farnol's marvels.

Seven young people (anyone around forty is young to kindly Mr. Farjeon and his publishers) find themselves in sudden and coincident need of employment, and are happily suited by an advertisement for a complete staff of domestic servants for an old-fashioned country house. None of them has ever been a servant before, but all of them have various qualifications, and all of them have excellent reasons for taking the jobs at the same time and place as at least one of the others.

Therefore, as we used to sum up our geometrical theorems, a number of expected things happen. And therefore and furthermore, Mr. Farjeon has a charming light novel to offer.

I have read Mr. Peter de Polnay's new novel with meticulous care and even with enjoyment. The care and the meticulous exactness were due to the fact, if I may use that word in connection with a work of fantasy, that the plot was often so incredible. The enjoyment I owed to the occurrence that Mr. de Polnay can write scintillating, natural dialogue.

A PIN'S FEE (Hutchinson. 9s. 6d.) is the story, if one bares it to the bones, of a country gentleman who comes to London to study certain subjects at the British Museum, and finds himself entangled in a fantastic romance. Within a few days he recognises that his best friend is a taxi-driver, and that his close acquaintances include a wine-merchant who knows nothing about wine, an unfrocked priest, and his girl-friend's three ex-husbands.

That, of course, is no situation for a country gentleman, but it is eminently a situation for an author of Mr. de Polnay's virtuosity, and he has a fine old time with his characters and their larger-than-life peculiarities, and obviously sets a great deal more store by the way his puppets say things than the sense of what they say. Which is fine for Mr. de Polnay, and will certainly result in a notable and much discussed *succès d'estime* for him.

I was pleased to see that Mr. T. H. White was writing again, after a long silence of, I think, eight years or more. He used, as I recall with appreciation, to be a writer of wit and fantasy, and I looked forward to finding both those qualities again in his new book, MISTRESS MASHAM'S REPOSE (Jonathan Cape. 8s. 6d.).

My report, however, must be disappointing, for, while the fantasy remains in this tale of a lost tribe of Lilliputians, the wit is sadly dimmed, and there are none of those outright laughs and constant chuckles that enlivened *The Sword in the Stone*, and made of it a treasured book; the kind one never lends.

Mr. Patrick Quentin, who, with Mr. Jonathan Stagge is, or are, one of my favourite writers of detective fiction, has come across with a new one: PUZZLE FOR FIENDS (Gollancz. 8s. 6d.). The setting is California, but it might be any remote country place. The people are delightful and murderous in equal proportion, but so might any—fictional—characters in England be. And the wit and the chills are international. No glossaries needed here. The book is immensely good reading for thriller fans, and thoroughly to be recommended, especially to those people who appreciate wit with their crime.

Mr. Maurice Cranston's detective story is a very different affair, about a far less charming—though still murderous—group in sunny Sussex. And it might relevantly be said that California can hold few citizens with murkier pasts than those provided by the—again fictional—village of Sevenelms.

PHILOSOPHER'S HEMLOCK (Westhouse. 9s. 6d.) is a title which indicates at least one thing clearly. A philosopher is murdered, though, incidentally, with phosphorus. From the reader's point of view, the weakness of this story is the unpleasantness of all the people who are concerned, whether dead or alive, in the muddled tragedy.

THE MOCKING BIRD IS SINGING (Macdonald. 10s. 6d.) is a good effort for a first novel, in that it presents two places with which even English readers are familiar, through their reading—New Orleans and Texas—and presents them in a wholly original way. The lovely southern city is shown as a centre for some very hard business deals, and shown, moreover, through the eyes of a pretty girl with Federalist sympathies—not a common point of view for a Southerner in the '60's. And Texas is shown, not as a wide open land of ranges and riders, but as the setting for small townships in which the advent of two general stores instead of one may seriously affect the balance of trade—and power.

On the subject of SAINTE COLLINE (Secker and Warburg. 10s. 6d.) I find myself not so much at a loss as frankly puzzled. I read the book first in its original French, and now in an excellent translation by M. Jocelyn Godefroi, and I still cannot see a valid reason, apart from the brutal candour of its physical detail, for its success in its native country. The setting for this story, by M. Gabriel Chevallier, is a French school run by Catholic priests for the sons of "prominent" families. It is a school of more than forty years ago, and the arrangements for the boys' physical and moral health are practically non-existent. The result is sordid, and even if that sordidness is shot through with a kind of humour, it remains a depressing chronicle. The author's previous book, *Clochemerle*, had as its central thesis the establishment of a public convenience in a small French town. That was popular, too.

LLANDUDNO'S MONUMENT TO THE ORIGINAL "ALICE": This white marble memorial, unveiled by the first Earl Lloyd George in 1933, is in memory of Alice Liddell, who lived at Gogarth Abbey and inspired Lewis Carroll to write his masterpiece. The monument bears an inscription describing how Lewis Carroll and Alice used to ramble together along this part of the Welsh coast. Only recently a presentation first issue of *Alice's Adventures in Wonderland* was sold at Sotheby's for £1,200

ALASKAN ADVENTURE

Wessel Smitter's Dramatic Story of Modern Pioneering

Alaska, which in 1867 the United States bought from Russia for a penny per acre, is to-day on the verge of statehood. A great highway now links the Frozen North with the cities of Canada and the United States, and even this vast, forbidding territory, where summer lasts three months and winter nine months, is beginning to lose its remoteness, if not its grimness. A brilliant picture of this modern aspect of Alaska, with its rapidly-expanding pioneer communities, is provided by Wessel Smitter in his new novel ANOTHER MORNING (Chapman and Hall. 9s. 6d.). This is a modern adventure story based on the experiences of American colonists who, being on relief in the United States, were given the chance to settle on 40-acre holdings in the uncleared Matanuska Valley. From Michigan to Matanuska we follow the lives of Clem Williams and his family. The hardships of the journey, the problems of settlement, of land clearance, and of house-building loom up in turn. Ice-worms, cabin fever, loneliness and the elements each prove obstacles to the conquest of this alien land, but in the end the community is established and a truly co-operative, thriving effort is set going despite the greed of a few. This is a novel of quite outstanding merit, in some ways reminiscent of Edna Ferber's *Cimarron*, and there is little doubt that the film-makers will seize upon it, just as they did upon Miss Ferber's story of Oklahoma in the pioneering days. The screen will find it hard, however, to interpret the heroic quality of *Another Morning*. No film can match the excellence of simple, direct and crystal-clear writing on this high level.

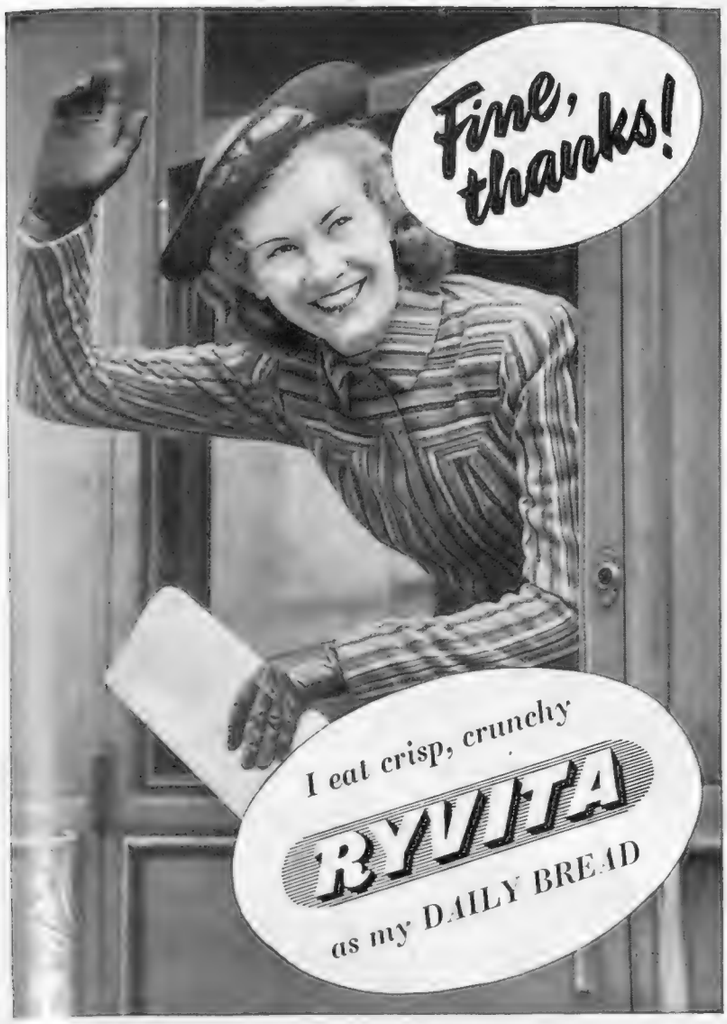
From the same publishing house, but in very different vein, comes a new novel by Mary Essex with the intriguing title, YOUNG KANGAROOS PREFER RIDING (Chapman and Hall. 8s. 6d.). This is a light-hearted effort, but from the moment somebody, appropriating the name of the village beauty, writes to Aunt Emily, who presides over a weekly column in *Mother's Friend*, telling her "I have been a very foolish girl and dare not tell mother," the fun is fast and furious. The characters are overdrawn, the plot is unlikely, the concidences and accidental encounters are bewildering in their frequency, but Mary Essex has a way with her, and this is the sort of novel to gallop through from start to finish. Pause for reflection might be fatal!

Before Phyllis Bottome wrote *The Mortal Storm*, and achieved recognition both in England and America, there was much good writing to her credit, but some of it was missed by the reading public. Now, under the title of INNOCENCE AND EXPERIENCE (Faber and Faber. 8s. 6d.), a number of her finest short stories are republished. *The Tug-of-War* is a gem of its kind.

George Bagby is a well-known detective writer in America, and his latest thriller, ORIGINAL CARCASE (Francis Alder. 8s. 6d.), will introduce to the British public his stock character, "Schmitty," who has worked his way up in the New York homicide squad from a beat to a reputation for infallibility. This is a good tale, but readers may be critical of the book's standard of printing.

Chess is a game that must be learnt young and requires an immensity of experience. Text-books can help, particularly in the initial stages, but later on their value is doubtful. Kenneth Harkness and Irving Chernev, of the American *Chess Review*, have just produced AN INVITATION TO CHESS (Faber and Faber. 10s. 6d.). This is a pictorial guide for beginners, showing the various moves and their meanings, and by the simple use of diagrams doing away with much involved explanation. In the notes on "opening variations," the authors evidence the complexity of the royal game when they mention, *en passant*, that the number of possible ways of playing the first ten moves amount to the astronomical figure of 169,518,829,100,544,000,000,000,000,000. If chess is not easily learnt from a text-book, the same may also be said of lawn tennis, but G. P. Hughes, greatly daring, has written a treatise on the subject entitled IMPROVING YOUR TENNIS (Faber and Faber. 6s.). Some of the advice on stroke production is not particularly inspiring, but the chapter on tactics is first-rate and the product of long-standing experience against players of international status.

WHITAKER'S ALMANACK (Complete Edition; 12s. 6d.) has just made its bow for the year 1947. This seventy-ninth annual volume contains 1,100 pages and is the largest and most informative edition yet published. Several pre-war features return, and there is a wealth of information about the United Nations.



Silk Crepe-de-chine

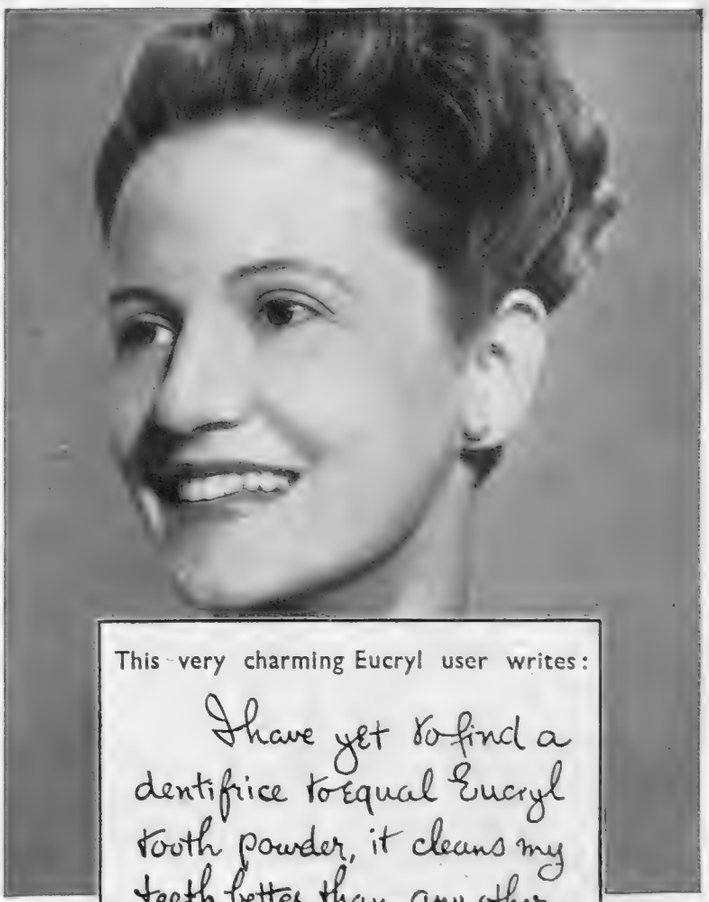
A Charming Blouse in silk crepe-de-chine with pretty detail. In lovely shades of ivory, gold, and pastel blue. Sizes 36, 38, and 40 ins. **£6.19.7**
(4 coupons)
Large size, £7.5.0

Debenham & Freebody

LANgham 4444 WIGMORE STREET, LONDON, W.1 (Debenhams Ltd.)

Mighty like a rose . . . You're lovely to look at as a rose . . . delightful to know because your mind matches your face — gay, alert and beautiful. Yardley have captured the exquisite rose-tones in their carefully blended powders and smooth lipsticks . . . *Powder five shades 4/10 Lipstick six shades 4/2. Prices include Tax* YARDLEY

Sorry, no post orders



This very charming Eucryl user writes:

I have yet to find a dentifrice to equal Eucryl tooth powder, it cleans my teeth better than any other.

EUCRYL

THE WHITE POWDER FOR WHITE TEETH

IN TINS 9d. & 1/3

IMPERIAL LEATHER

HAND-FINISHED

Toilet Soaps

A Cussons product

Cussons Sons & Co. Ltd, 84 Brook St, Grosvenor Square, W.1

The Younger Man of "sixteen to nineteen" who wishes to choose his new Spring Clothes will do well to visit this special section of the Man's Shop for that extra something in style which means so much to the Younger Man

Younger Man's Shop

HARRODS

HARRODS LTD LONDON SW1

SEAGERS

GIN

MAXIMUM RETAIL PRICE
25/3 *per bottle*

Whatever Happens!!

THEY STILL NEED
YOUR HELP
PLEASE DO NOT
FAIL THEM!

See for yourself

Visit any of our branches any time.

● WE NEED A MILLION EXTRA SHILLINGS TO MAINTAIN AND EXTEND OUR WORK FOR THE CHILDREN

GIFTS gratefully received by the Secretary, W. R Vaughan, O.B.E.,
Church of England **CHILDREN'S SOCIETY** (formerly Waifs & Strays)
OLD TOWN HALL, KENNINGTON, S.E.11

EXPERIENCE COUNTS!

THAT IS WHY YOU CAN RELY ON

Carr's of Carlisle

Manufacturers of Biscuits

ESTABLISHED 1831

STILL THE LEADERS FOR QUALITY

© C928

Much more than you think! 66 lb. is the free baggage allowance on all Speedbird routes, plus what you carry — overcoat, handbag and books. Here is how your 66 lb. might be made up. A big lightweight case (weighing about 6½ lb.) in which you can pack, say, the following 39½ lb. of clothing: lounge suit — tweeds and flannels or dinner jacket — 2 tropical suits — 3 pairs of shoes — 16 shirts — and all you need in the way of pyjamas, underclothes and etceteras. This leaves about 20 lb. for toilet kit and extras in a small nightstop case. In fact, for you, sir, 66 lb. means all you want for a month's world air travel. For you, madam, because of your much lighter clothing, more than enough of everything.

Speedbird Routes to: CANADA · U.S.A. · MIDDLE EAST SOUTH, EAST AND WEST AFRICA · INDIA FAR EAST · AUSTRALIA · NEW ZEALAND

B·O·A·C **SPEEDBIRD ROUTES ACROSS THE WORLD**

BRITISH OVERSEAS AIRWAYS CORPORATION IN ASSOCIATION WITH Q.E.A., S.A.A., T.E.A.

No lumbago in the driving seat

A nicely upholstered seat under you at the proper angle for your back and all the controls handy. These things are worked out in Dagenham — scientifically worked out to reduce fatigue. Add maintenance and repairs and parts at standard fixed prices and there you are — ease in all things! The Prefect (10 h.p.) and the Anglia (8 h.p.) are comfortable cars — both to body and bank account. Please be patient — your dealer will get you delivery as soon as it's humanly possible.

PREFECT 10 h.p. £275 (Plus £77.2.9 purchase tax)
ANGLIA 8 h.p. £229 (Plus £64.7.3 purchase tax)

Ford

CONSTANT IN PERFORMANCE

BY APPOINTMENT MOTOR VEHICLE MANUFACTURERS FORD MOTOR COMPANY LIMITED, DAGENHAM

Earlier Deliveries

are the latest AIRWORK news

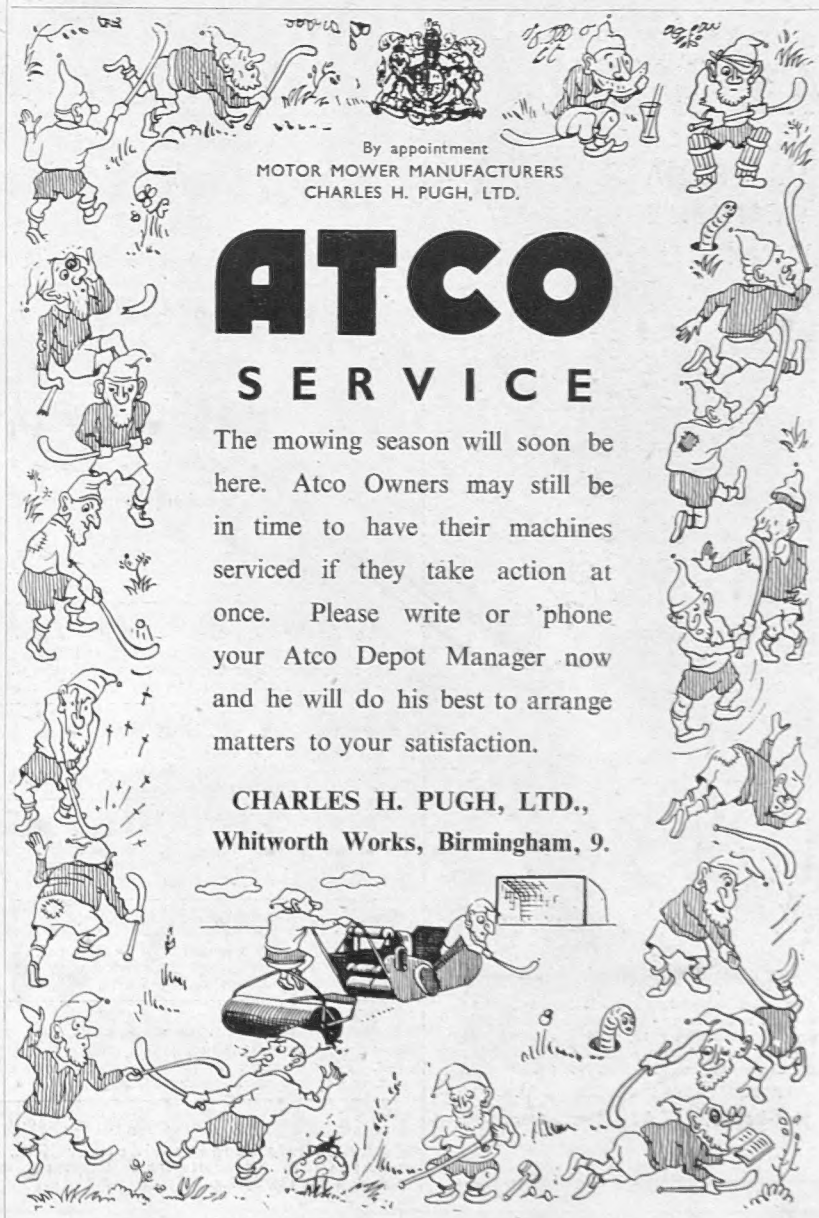
Airwork Limited are happy to inform Charter Companies, Airline Operators and private owners that they are now in a position to offer the earliest possible delivery of De Havilland "Dove" and Miles "Gemini" aircraft.
Airwork Limited do not deal exclusively with any one manufacturer's products, and are therefore free to offer completely unbiased advice to their clients whether concerning a fleet or a single aircraft.

Airwork Services include:

- Air Transport Contracting.
- Overhaul and Modification of Aircraft.
- Operation and Management of Flying Schools and Clubs.
- Servicing and Maintenance of Aircraft.
- Sale and Purchase of Aircraft.
- Hire and Fly-Yourself Service.

AIRWORK LIMITED

15 CHESTERFIELD STREET, LONDON, W.1. Tel.: GROSVENOR 4841



By appointment
MOTOR MOWER MANUFACTURERS
CHARLES H. PUGH, LTD.

ATCO

SERVICE

The mowing season will soon be here. Atco Owners may still be in time to have their machines serviced if they take action at once. Please write or 'phone your Atco Depot Manager now and he will do his best to arrange matters to your satisfaction.

CHARLES H. PUGH, LTD.,
Whitworth Works, Birmingham, 9.

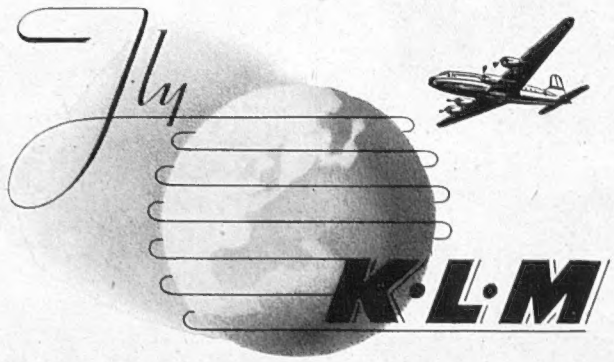
Valstar

"777"
Raincoat

SUPERLATIVE QUALITY AND DESIGN

IN NORMAL TIMES THE BEST SHOPS HAVE THE **VALSTAR "777"** RAINCOAT — SUPPLIES NOW, HOWEVER, ARE STRICTLY LIMITED.

VALSTAR LTD.,
SALFORD 6, Lancs.
Also at 314 Regent St., London, W.



Fly K·L·M

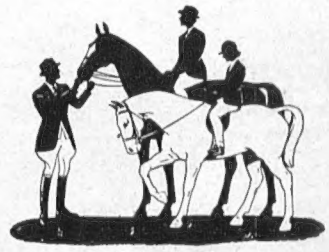
ROYAL DUTCH AIRLINES

The air link with the Capitals of Europe

There is an atmosphere of hospitality about K·L·M travel . . . a sense of being "looked after" which pervades every moment of the journey. It has become a tradition amongst air travellers as characteristic of K·L·M as the letters themselves. Next time you travel abroad, fly K·L·M. Specimen return fares from London are:—Amsterdam £14.8.0; Prague £32.8.0; Zurich £27.18.0; Stockholm £43.4.0. Ask your Travel Agent for particulars or contact the K·L·M office at 202/4 Sloane Street, London, S.W.1 (SLOane 9656) or Prestwick Airport (Prestwick 7272) or Ringway Airport (Gatley 2034).

Approved by time — *Backed by tradition*

RELIABILITY · PUNCTUALITY · COMFORT · SPEED



HARRY HALL

RIDING BREECHES & JODHPURS

We are now receiving an increasing supply of suitable materials for made-to-measure Breeches and Jodhpurs for Gentlemen, Ladies and Children. Every garment is cut with the skill that has made us famous for over fifty years as Breeches Makers

HARRY HALL

Breeches Makers, Sporting, Civil, & Service Tailors

235, 237
REGENT STREET
LONDON, W1

Harry Hall Ltd

Angostura aromatic bitters is now available: if your usual Wine Merchant cannot supply you we invite you to send his name and address to Angostura Bitters (London) Ltd., 61, Cheapside, E.C.2. Tel. No.: CITY 4953

PRESENT RETAIL PRICES IN U.K.:
Half-bottle, 17/6; Miniature, 5/-

Trade only supplied

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1.

Meet your friends in the RICHMONDE LOUNGE of the

NORFOLK HOTEL, BOURNEMOUTH
One of Britain's finest hotels

and listen-in to the Norfolk Hotel Broadcasting Orchestra

CREST HOTEL, CROWBOROUGH, SUSSEX
"A wee bit of Scotland in Sussex." Under the personal direction of Mrs. Eglinton Adams. A fully-equipped first-class Hotel with nearby Golf and Riding. Cocktail Lounge. Central Heating throughout. All-weather Tennis Court. Lift. Tel.: 394.

THE GEORGIAN HOTEL
HASLEMERE, SURREY
Spend a Restful Holiday at this Charming Country Hotel. Good cooking. Fully licensed. Two acres of "old-world" gardens. Tel. Management—268 for Tariff.

HENDON HALL HOTEL, HENDON, N.W. 4
Residential accommodation for Spring and Summer can now be booked for long or short stays. Many rooms with private baths. All with P.O. Telephones. Fully licensed. From 8 gns.
E. Victor, Managing Director.

THE HAND HOTEL, LLANGOLLEN
One of the best known and best equipped hotels in North Wales, at entrance to the Welsh Tyrol. Quiet, restful, amidst beautiful scenery. H. and C. running water all bedrooms. Good train service. Close station. Terms from 22/6 per day incl. Salmon fishing. Tel.: Llangollen 3207.

THE COMPLEAT ANGLER, MARLOW
the popularity of which is well known, provides a respite from the domestic front on the most beautiful reach of the Thames Valley. Good food and a well-stocked Bar are combined with comfort. Every effort is made to receive visitors at short notice. Tel. No.: Marlow 15 and 444.

THE VICTORIA HOTEL, SIDMOUTH
Come and be Spoilt! Heaps of good food. Breakfast in bed. Telephone and self-controlled wireless by your bedside. And according to your whims, Resident Orchestra, Dancing, Golf, Bridge, Putting, Cocktail Lounge—or just relaxation in our Sun Lounge. Kenneth Drew, General Manager. Tel.: 951.

IDLE ROCKS HOTEL, ST. MAWES, CORNWALL
(Opposite Falmouth)
Facing South. The warmest spot in England. Central Heating. Dancing. Excellent Continental cuisine. Plenty of spirits and choice vintage wines. Spring Terms from 25/- per day. Apply direct (St. Mawes 293) or L.H.S. Ltd., 185, Dorset House, London, N.W.1. (Welbeck 3836).

THE SPA HOTEL, ROYAL TUNBRIDGE WELLS
Faces the south and the sun, 400 ft. up in 65 acres of park land. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. From 7½ guineas. Tel.: 1911.

THURLESTONE HOTEL, THURLESTONE, S. Devon
A first-class, fully licensed seaside country Hotel. Over 100 bedrooms fitted with hot and cold running water and Post Office telephones. Golf, tennis, squash, badminton, billiards. Book now for the Spring. Telephone: Thurlestone 82/84.

World-famous for its cool, slow-burning sweetness, it gives the fullest pleasure in every fill at a cost of 2/10½ per oz.

Presbyterian

SMOKING MIXTURE

"My thoughts grow in the aroma of that particular tobacco."
EARL BALDWIN

A. GALE & CO. LTD., GLASGOW, C.1

Andy ADAGES No 20

Practice makes perfect in gardening as in all other pursuits. But to keep your hands free from cuts, and scratches make a practice of wearing ANDY Garden Gloves. They're durable, are washable and wetting won't harden them.

"THESE ARE THE GLOVES YOU HAVE HEARD ABOUT"

3/11 per pair from all Ironmongers & Stores, or direct **4/2** post free. (State size and send 1 coupon per pair).
TEDSON THORNLEY & CO.
ROCHDALE

Andy Regd GARDEN GLOVES

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, APRIL 19, 1947. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

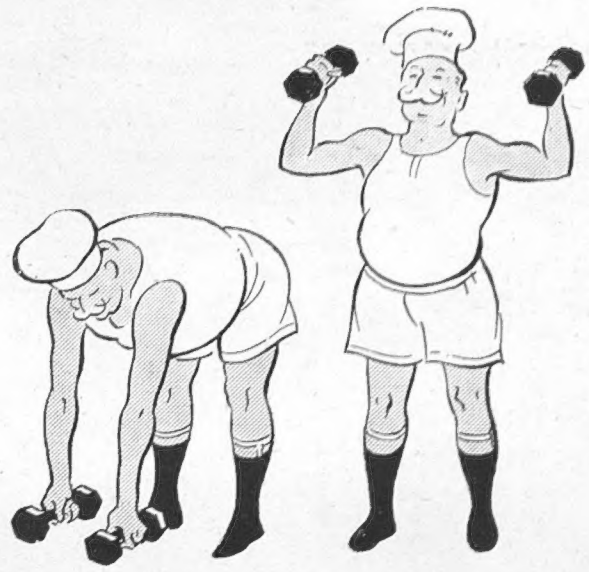
This is the Gin

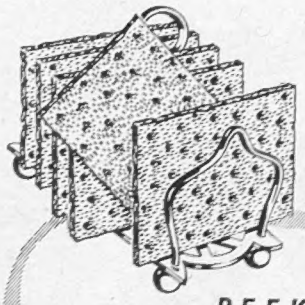
BY APPOINTMENT
GIN DISTILLERS
TO H.M. KING GEORGE VI.
Tanqueray Gordon & Co., Ltd.

Quality Incomparable

Gordon's
Stands Supreme

Maximum Prices: Per bottle 25/3; Half-bottle 13/3. U.K. only





MR. PEEK:
After this, our breakfast treat!
MR. FREAN:
A toast-rack full of Vita-Weat!

PEEK FREAN'S
Vita-Weat
THE CRISPBREAD THAT IS ALL WHEAT

By Appointment
Peek Frean & Co. Ltd.,
Biscuit & Vita-Weat
Crispbread Manufacturers

Tailored Costumes
(To Order)

Suits that are equally correct for town or country—in a wide variety of Glen Checks and Glen Urquharts.

Suits of this type made exclusively by Burberrys remain undated indefinitely—an immense advantage in these coupon days.

Burberry's suits have such style and character—perfectly tailored and endowed with distinction—that they are always attractive whatever the season.

BURBERRYS
HAYMARKET, LONDON, S.W 1
Telephone: WHItehall 3343
AGENTS IN ALL PRINCIPAL TOWNS
BURBERRYS LTD.

DR. BARNARDO'S HOMES

Destitute children in need of care and protection and the influence of a happy family life are warmly welcomed to Dr. Barnardo's Homes. 134,000 young folk have been helped to a fuller life in the past 81 years. 7,500 constantly being supported and trained.

PLEASE HELP THIS NATIONAL WORK

A GIFT of 10/- will feed one child for a week.

Dr. Barnardo's Homes do not receive Family Allowances for the Children in their care.

Cheques, etc. (crossed), payable "Dr. Barnardo's Homes," should be sent to 20 Barnardo House, Stepney Causeway, London, E.1.

From Roman days
THE SPAS OF FRANCE
have been the great natural restoratives of
HEALTH

Information from Spa Dept.,
F.N.T.O., 179 Piccadilly,
LONDON W.1

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 1s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

Time Marches On!

Midway between the Future and the Past,
I can look back to bygone 1820.
Today may be austere, but it won't last—
Here's looking forward to the age of plenty!

JOHNNIE WALKER

BORN 1820—
STILL GOING STRONG

Printed in England by The Illustrated London News and Sketch, Ltd., Milford Lane, London, W.C.2, and Published Weekly by Illustrated Newspapers, Ltd., Commonwealth House, 1, New Oxford Street, London, W.C.1. Saturday, April 19, 1947. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.